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# IND **MOTOCROSS** **ACTION** MAGAZINE

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JUNE 1975

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Hodaka Road Toad 100



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NUMBER SIX

## ACTION MAGAZINE

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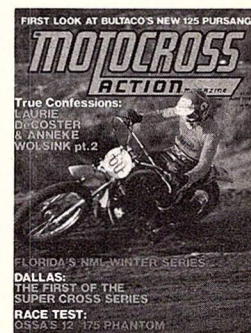
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*Pete Maly wrings out the new little Pursang. He's digging it. Miller photo.*

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# ON THE MAINJET

By DICK MILLER



2/12/75

Dear Dick,

*Hello, again; I just wanted to write this letter to make clear everything or anything I didn't on the telephone.*

*First of all, if you can't make the arrangements to do the Trophy presentation at Carlsbad, then you can go ahead with Daytona, and let me know.*

*Don't worry about Suzuki getting upset if I just show up there to accept the award; it is not up to them to say if I race there or not.*

*I don't feel it is worth my while to go there to race if I have to pay for the transportation of my bike and mechanic and me too; that comes to around two thousand dollars. And if I would be able to win three heats at Daytona, that would only be about 800 dollars. So you see how ridiculous it would be. However, I would be willing to come just for the trophy, and not race. I certainly hope this works out for you and I am willing to do anything to help. I really like the presentation of next month's magazine from the tearsheets you sent. Thanks!*

*Please let me know any other news by letter or telegram.*

*Sincerely yours,  
Roger DeCoster*

If any of you showed up at the Daytona Super Cross event to watch Roger receive his MOTOCROSS ACTION "ROY" AWARD, you already know that he wasn't there to receive it. He will instead receive it at the United States 500cc Grand Prix at Carlsbad, California. I thought you might like to hear about the series of events that led to this decision. You'd think that it'd be an easy thing to give away something to somebody, but I was in for one hell of a surprise.

While you were busy mailing us your votes for MXA's Rider Of The Year Award, we were busy trying to come up with a suitable award for whomever you thought was the best motocrosser in the world. No easy task, especially if you're on a peanut butter and jelly budget like we are. We thought that maybe we would get ahold of a bunch of the distributors and manufacturers and see if we could get a fund going, making sure that everyone would have an equal share in it, with everyone getting the same credit. That didn't work at all. The only people who were interested were with companies that represented a rider who was in the running for the "ROY." We definitely didn't want to get into any type of commercial thing and wanted it to be a personal award for whichever individual won it.

We knew then that we were going to have to come up with something ourselves. Obviously we couldn't give the guy a motorcycle, because whoever won the readers' poll would surely be a sponsored rider and have access to almost any kind of bike he wanted. Then inspiration hit me on the head (it could have been worse!). "Why not get the guy something to carry a bike around in, like a mini-truck?" It sounded great, but what truck? After

checking around we opted for the new five-speed Toyota called the SR-5. After some hasty negotiations and my committing half of the Bazzar's next year's salary, we had lined up a super-duper shiny-new Toyota truck for the ROY winner. Not too shabby! I wouldn't mind having one of those myself. We made arrangements to have the truck presented at Daytona.

When the balloting was over and we knew that you had picked Roger as the recipient of the first annual ROY award, we called Suzuki to let them know and also to find out if Roger was going to be there. Sure, they said, he'll be racing the Daytona Super Cross and it's really neat that Roger won the award.

A couple of months later we started to get some feedback from Suzuki Corp. that maybe Roger wouldn't be coming after all. "What?", we said, "you aren't serious." They then told us that it still looked like a 90-percent chance of his coming. We had already made all kinds of arrangements and the final details were being taken care of when we were told by Suzuki that it looked like he might not be coming because of a problem with travel expenses, and that the Daytona promoter wasn't willing to help. We asked if there was anything we could do to help expedite things, as we had committed ourselves to a lot of people and had a problem, what with the time getting so near. Suzuki said that everything was being done to get him over and they would let us know as soon as possible.

When it got down to the wire, I decided to send Roger a telegram informing him of his award and of our plans. We felt no need to do this before this time because we wanted to keep the winner a secret as long as possible. Laurie sent me a letter back immediately stating that Roger was really tickled about the whole thing and he would try to work it out, but he was having trouble getting someone to come up with the expenses of racing in Daytona. She said they would keep us informed. A week later Suzuki called me and said that Roger would not be coming to Daytona.

I talked to our people and we



decided to go with the extra expense and try to fly Roger over here to pick up the award; then he could fly back, if that was OK with him.

There was only one thing to do. Call Roger in Belgium and find out what's going on. Belgium is nine hours ahead of California time, so I waited till 12:30 a.m. As luck would have it, no one answered. It was 9:30 in the morning and I had missed him. I asked the overseas operator to try again. It rang for a little longer and Laurie answered. She said Roger was due back any time — he was out running his regular five miles before breakfast. I told her the whole story and my problem. Suzuki knew I was going to call him, because I told them I would, but they asked me not to tell Roger about their position on his coming to Daytona.

You see, Suzuki thought that the fans at the race might not understand why Roger wasn't racing as long as he came over to accept the award. They are probably right; being realistic, if I had been there, I would have felt that it was Suzuki's fault had I

been deprived of seeing Roger race. What you and I don't know is that Roger has a contract with Suzuki Corp. and not U.S. Suzuki. Besides, he has stipulations in his contracts that permit him to do pretty much what he pleases.

In this case Roger was dealing with the promoter of the Daytona Speedway, and they offered him a very small sum to appear. There was also the problem that, even if he showed at his expense and raced — winning all three motos — he wouldn't even recoup half his expenses. Besides, he wouldn't let Suzuki chip in because it was the principle of the thing. He's right! You'd think that being three-time World Champion would entitle him to race at an event without it costing him money after it was all over, especially taking into consideration his winning all the motos.

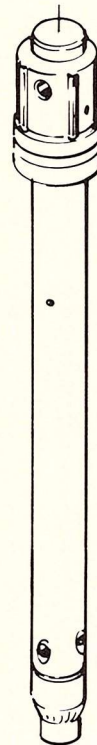
I cheated and told Laurie anyway; what the hell, I didn't tell Roger, and besides, you're the guys who voted for him.

While I was waiting for Roger's reply I decided to come up with some alternate plans just in case.

*Continued on page 17*

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A couple of days ago I bumped into my friend Doug Grant. I was gassing it down to the beach after picking up my morning coffee and fritter at the Winchell's. I go down to the beach on sunny mornings for a little inspiration so I can write these inspired columns. Actually, I go there to gaze at the well-developed thighs of Peggy Oki, my surfer-type buddy, cranking out bottom turns on her Channel Islands pintail. ("That stick is so fast! Pintails are the fastest around, believe me!")

Anyhow, I was headed down Pico toward Ocean Park Beach when Doug whipped past driving Danny's blue '64 Falcon pickup. I got under him at the Lincoln cross drainage and closed the door with a perfect full locker through the Neilson-Pico intersection down

Ocean. I held the lead through the parking lot entrance showing a definite handling advantage in the S-turns, but my little 1600cc OHC Isuzu LUV four lost out to the mighty 170 cid Detroit-Ford six in the open expanse of the empty lot. Just as the "Bultaco Bullet" was about to block pass me through a narrow gate by the pier, I stopped him cold with an e-brake 180 that left us window to window, a perfect situation for two friends to chat on a sunny morning.

"Hi Doug. Whatcha been up to lately?"

"Bazzer, I got a job workin' in a bike shop!"

"Neat! Doin' what?"

"Pushing parts."

"Far out. I can really dig it."

Working a parts counter is one funky job. Think of it. How many times have you walked into a bike shop and gone through a major research project with the parts guy trying to locate a piece of your Lambasta 125 that may not even exist, or else just asked an absolutely ridiculous question? Well, imagine what it must be like working on the other side of that counter *all day* and having *lines* of idiots just like yourself waiting with numbered tickets to go through major research projects with you and ask you absolutely ridiculous questions. Working a parts counter is one of the fine jobs in motorcycling.

I used to work a parts counter once back in West Hartford, Connecticut, for New England Cycle Sales. Normally I worked in the back putting together and testing new bikes and helping Mario with the wrenching, but on Saturdays the boss would have me help out on the parts counter. Saturday is when all the lunatics come in looking for help and non-existent parts.

Early in the morning before we opened it would always be neat standing around chugging down the godawful coffee the boss used to brew up on his little plastic coffee maker, watching the few guys who showed up before we unlocked the doors peering through the glass in the five-below-zero cold begging us to let them in. We'd just smile and point to the clock and hold up fingers showing how many more

minutes they'd have to freeze their butts off before it was time to open. Parts people are sadistic by nature.

The first few guys in for parts were always pretty straight, just looking for plugs and gaskets and easy stuff so they could spend the day working on their scoots. But after ten o'clock when the Saturday morning cartoons were over, the weird-o element would start floating in.

"Do you have a set of ignition advance weights for a 1954 Algonquin 650 Dauntless?" Oh no. And it wasn't even quarter to eleven yet.

"I don't know. I'll look it up." This is the stock answer for practically any and all questions asked at a parts counter after ten in the morning. I then drag out an old yellow, dog-eared, stapled-together manual entitled "Algonquin — Invincible, Dauntless and Crusader 500cc and 650cc twins, 1950-56," out from under a box of used taillight lenses, rubber biscuits and a half-eaten tuna fish sandwich. "Let's see," I'd say dramatically, blowing the dust off the cover and thumbing through the torn and scotch-taped pages, "Dauntless... Dauntless frame, engine... ignition... ignition... hmmmm. It says here the '54 Dauntless didn't have an advance mechanism. Are you sure it's a '54 Dauntless?"

"Well, ya see this guy I bought it from, he said..."

\* \* \*

A lady came in once and sat a two-year-old kid down on my parts counter. "Would you watch my baby please? I have to put a nickel in the parking meter. I'll be right back." And she rushed out before I had a chance to protest. That kid took one look at me and started screaming at the top of his lungs. The boss ran in from his office. "Hey! What's going on? Can't you get that kid to shut up?"

"What, me? I don't know anything about kids." Fields was right. The only good child is one that's been tied to a tree in the middle of the woods.

"Give him something to play with." I handed him a Porkunda



125 crank assembly. "No, no, no. Something soft he can chew on." Having several of his own, the boss was something of an authority on getting kids to stop crying.

I exchanged the crank assembly for a tube of white grease. The kid immediately stopped yelling and stuck a corner of the tube in his mouth. Just then this giant guy about six-foot-ten walks in holding a sniveling kid in one giant hand and a well-burned piston in the other.

"You the jerk that sold my kid this no-good piston?" he snarled, holding the fried slug under my nose. The boss kept a loaded Luger under the cash register for emergencies and I peeked to see if the handle was in the right position for a quick grab.

"Ah, heh heh, ah, no, that must've been Boris, the regular parts guy. I'm just helping out while he's on vacation." Any time there was anything wrong, it was always Boris who did it and he was always on vacation.

"THAT'S HIM, DAD! THAT'S THE GUY WHO SOLD ME THE PISTON! PUNCH HIM, DAD!" Oh no. Sentenced to death by punching by a sniveling 12-year-old.

The big galoot grabbed me by

the sweatshirt and lifted me a foot off the floor. "Alright, wise guy, I'm going to mash your face in."

I felt a cold chill go down my back. Actually it wasn't a cold chill at all. The baby sitting on the counter had just squeezed out the contents of the tube of white grease down my shirt. The giant guy thought this was so funny he forgot about mashing my face and went over to harass the boss about his kid's burnt piston.

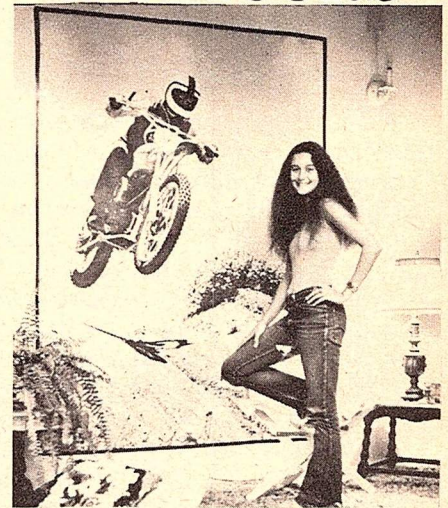
Relieved, I snatched the tube from the infant's clutches and was just about to deliver a retaliatory squirt into his eustachian tubes when the lady ran through the door shouting, "HOW DARE YOU!" and proceeded to beat me severely about the head and shoulders with her umbrella, spreading grease all up and down my sleeves. I retreated to the relative safety of the shop and hid behind Mario's work bench.

"Wassa matta, Bazook? Somebody chase-a you?"

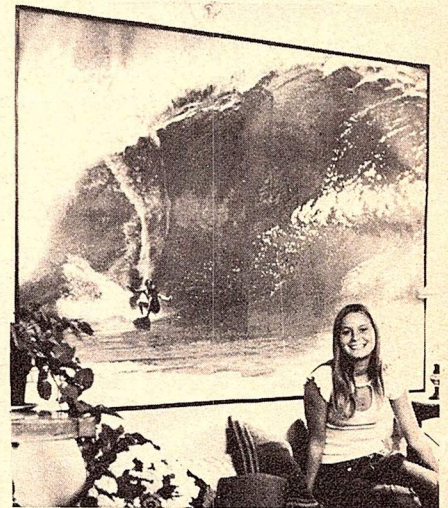
"Boy, Mario. It sure gets crazy sometimes up at the parts counter. Isn't there some way I can keep things from getting out of hand?"

"Shoor. It's-a easy. Joost-a tell everybody parts on-a back order. That way they go away and-a leave you alone."

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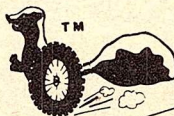
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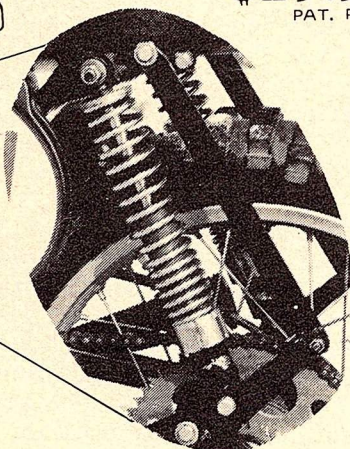
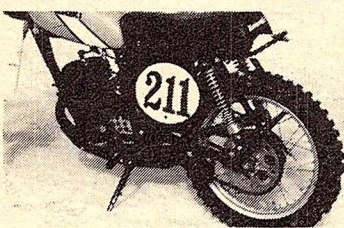
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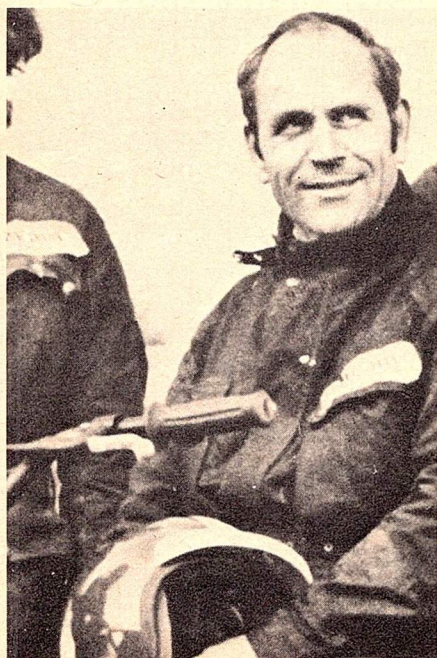
# DIRT

By Holbert Holquist

Rumors, rumors, rumors. Somebody was telling us that Preston Petty was going out of business, and then we heard Webco was bailing out ... How these things get started we'll never know, but Holbert's here to tell you he checked it out and found that Petty has just taken delivery of two very high-zoot machines worth over a quarter of a million to manufacture some new product ideas he's thought up. How about an unbreakable gas cap for one? As far as Webco is concerned, we were down there the other day and it was business as usual while the boss was taking a two-month Mexican cruise on his yacht. Things couldn't be too bad there either.

\* \* \*

Can-Am's special projects manager, Jeff Smith, is hosting a series of motocross schools across the U.S. He's conducting two types — one for motocross and another for enduros. If you're interested, you can get more info from your local Can-Am dealer. You don't have to ride a C-A to participate. We were told the fee is a very nominal \$10 which includes lunch. Sounds like a pretty good deal.



Mike DiPrete is the new Professional Motocross Manager. If you find it hard to remember his name, then maybe his new nickname will help you out: "Beltdrive." He can thank Light Brown for that, and MXA's helping to exploit it. You see, he used to work for Rokon before taking up with the rough-and-tumble sport of MXing, hence the perfectly obvious "Beltdrive" nickname. His first biggie will be the Hangtown event, and we wish him well. Besides that, Light Brown needs some support and Mike just might be the guy.

\* \* \*

The AMA's new 1975 Competition Yearbook is out and it looks pretty good. Lots of racing facts and figures with a bunch of photos to keep it from getting boring. They even reduced the price to \$2 and increased the size to 160 pages. Send your bucks to AMA Sales, P.O. Box 141, Westerville, Ohio 43081. Don't forget the 50 cents for postage and handling; besides, they need the money.

\* \* \*

You can keep *Sports Illustrated* on the "down on bikers" list. They just had another critical story on bikes and racing. You can always tell when they're getting desperate for exciting copy for their rag when they throw in an *expose* on motorcycles and the people who ride them in all those terrible races.

\* \* \*

Pierre Karsmakers cracked a lower leg bone and tore some ligaments when an experimental swingarm came apart on his 410 RC Honda and tossed him down the Carlsbad hill. A California doctor told him his leg was broken and that it would be in a cast for a minimum of six weeks. Pierre flew to Holland and had Gerrit Wolsink's doctor work on the leg for a little less than two weeks. Everyone was amazed to see Pierre pull up to the line at Daytona. Although things didn't work out there, he should be shaped for the opener at Hangtown.

If any of you eagle-eyed readers spotted similar specs between the Yamaha YZ125C and a CR125 Honda in last month's Yamaha test, we goofed. Ruben Portillo of Yamaha Racing sent us the right info and then we printed the wrong stuff. These are the correcto's:

Primary ratio .....	3.984
Secondary ratio .....	3.220
Sprockets .....	14/45
Transmission ratio ....	2.538,
.....	3.220, 1.555, 1.300
.....	1.142, 1.045
Head angle .....	58 degrees
.....	30 inches
Trail ....	5.5 inches (140mm)

\* \* \*

John Yamaguchi of Sudco informs us that those American-made Mikuni main jets, the ones that take a quarter-inch hex wrench, are not flow tested and therefore may not be consistent with Japanese Mikuni main jets, the ones that take a 6mm hex wrench. John advises Mikuni tuners to stick with the Japanese main jets for optimum performance.

\* \* \*

The YZ125 Monocross tested in the May issue has received the GP treatment for National competition by Yamaha International's racing department. A Pro-Fab frame, GP forks, aluminum shock body and different internals, magnesium hubs and titanium nuts and bolts have trimmed the YZ's poundage to a svelte 165 and improved the handling. A new head, barrel and pipe have boosted power to a competitive level while Timkin tapered steering rollers and a redesigned clutch keep the Yamaha flying away. Tim Hart and Bruce McDougal will do the honors.

\* \* \*

Speaking of 125s, after the Yamaha Super Series Billy Grossi will be testing a specially prepared Suzuki 125 for national competition. It's supposed to be faster 'n blazes.



\* \* \*

Can-Am is trying to put together a 500cc class machine which may or may not be ready in time for the 1975 Trans-AMA.


\* \* \*

Better take a close look at this year's Inter-AMA series cuz it may be the last one, if they hold it at all. The riders don't like it, the promoters don't like it, it doesn't draw enough Europeans and therefore is short on spectator appeal. An expanded National Championship series will replace the Inter-AMA and American Jawa will have to look for a new yearly ad campaign.

\* \* \*

Redesigned Maico five-speeds are almost here.

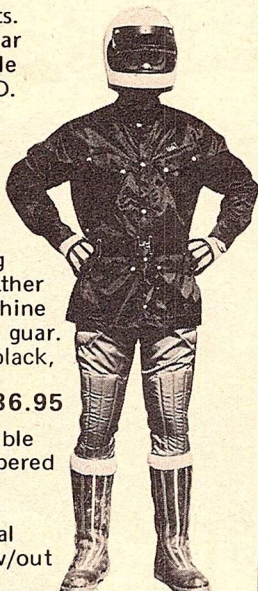
\* \* \*

I wonder if you can prevent foaming by mixing Di-Gel with your fork oil. It breaks up the bubbles, right? 

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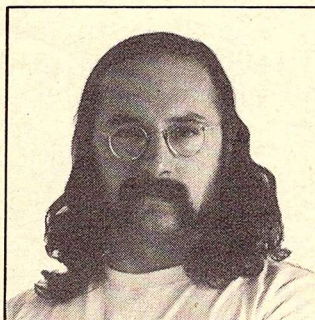


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# MAIL ENTRIES

## MOTORCYCLE BIGOTRY

Your March "Mainjet" on bigotry in regards to motorcyclists reminded me of all the similar sad occasions I have had with the "public" in 16 years of biking. There is only one consolation I can give you. If it makes your blood boil *now*, you should have been a civilized motorcyclist in the East in the late '50s and early '60s! I got so many gripes from staid, conservative middle class idiots, I almost gave it all up and took up horticulture.

John McAlpine  
Nashville, Tennessee

*(I was an East Coast biker in the '60s. — ass. ed.) (Yeah, but you were never civilized. — ed.)*

## PUCH TEST

Vielen dank fur das Puch coverage in the January issue. Unfortunately, the folks back East do not get the benefit of the Hercules Puch. We do, however, get the Six Days version.

We've played with Puchs for two and a half years and find the following: [1] Good handling, [2] Great longevity, and [3] Not enough beans. But with the aid of a porting tool and Mikuni magic, things happen.

Truman Toad  
Marietta, Georgia

*(That's funny, Toad, we found the same thing. — ed.)*

## HARRY EVERST

VS.

## HARRY EVERTS

You blew it! I mean this time you really blew it! Not once or twice, but about 20 times! The Belgian who rides a Puch is Harry Everst, E-V-E-R-S-T, not Everts! Don't feel bad. Everybody else can't spell either.

Jeff Egles  
Pittsburgh, Pennsylvania

*(I took Harry to several races and went riding with him. He sent me a Christmas card and signed it Harry Everts. You want to argue, argue with him. — ed.)*

## NO COVERAGE IN HERMAN

I am writing to find out why you didn't write an article on the race at Herman, Nebraska, on August 9, 1974.

Jim "Zook" Conrad  
Blair, Nebraska

*(I had to rotate my shoe trees that day. — ed.)*

## YZ TRICKS AND RC ICKS

I read the small article on YZ Tricks in your March issue and thought it was good. Anything you can do to your bike that is as cheap as a radiator hose clamp to keep out the dirt is a good idea. But you also have an article on the million-dollar Hondas and the clamps on those bikes look like the same bad clamps that come on the YZ. Ick!

Dave LaFleur  
Royal Oak, Michigan

*(A million dollars only goes so far. — ed.)*

## ABERG IN THE CLUTCH

Why does Bengt Aberg always ride with one finger on the clutch?

Mike Milne  
Granada Hills, California

*(For the same reason Roger DeCoster does. — ed.)*

## BAZ'S BOX

Most of the time I get your magazine and start thumbing through it, but this time I stopped at Baz's Box. I never read Baz's Box but this time it caught my eye. I started reading it and almost died from laughter. Some of the things he did to that "Fang the Sang" reminds me of me and my Cota. From now on I am going to read Baz's Box every time.

M. Kulak  
Higginum, Connecticut

*(Hah! Hooked another one, Miller. — ass. ed.) (Aw, you Connecticut guys are all spacey. — ed.)*

## PLASTIC HAIR

When is Preston Petty going to start producing a plastic Heikki

Mikkola replica works type beard?

Mark Simanteris  
Franklin, Pennsylvania

*(PP informs us that wind tunnel tests are already under way. Check out Baz for a glimpse at the pre-production prototype HMR beard. — ed.)*

## MOTOCROSS CAREERS

As everybody knows, motocross is not a high paying sport. Like there's no money, just trophies, so you can't make it on racing. You need a job. I need a job where I can be at a race on Sunday, have a couple of days to get home and that pays good, too. I also need a simple job, not too hard. What jobs would be good for me? Also, what do you think of the 1974 Yamaha MX?

Ron Coop  
Arroyo Grande, California

*(I think your chances of getting a job like you want are as good as winning the USGP on a 1974 Yamaha MX. — ed.) (Unless you become a magazine editor. — ass. ed.)*

Did you know that up here in Berkeley, California, if you dial WFO-GOOO a voice will inform your ear what the weather will be like for the next couple of days? So there.

Steve Berger  
Berkeley, California



"WHAT MEAN 'UM WFO?"

## TRICK POGO STICK

I have an L.T.R. pogo stick with remote oil coolers. I tried mounting it upside down but I



kept hitting my head on the floor.  
I.R. Smart  
San Luis Obispo, California

#### SLANDEROUS COVERAGE

I was very disappointed with your slanderous coverage of the Swiss Grand Prix. How can you actually come out and say that us Russians would stoop so low as to hire a rider to centerpunch, er, ah, *impede* ol' Jaroslav Falta in his bid for the World Championship? May your CZ seize in fifth gear and spit you over the handlebars!!!

Carl Marx  
Leningrad, Russia

*(May a thousand delirious Panda bears shave their legs in your Sputnik. — ass. ed.)*

#### HAPPY WITH MILLER

I enjoy MXA very much and am happy with the recent addition of Dick Miller as editor. At least MXA has one racer now.

Dave Hawkins  
Delhi, California

*(May you be caught in the roost of a 450 Maico with your Jofa down. — ass. ed.)*

#### CLASSICAL MOTOCROSS

The second movement in Beethoven's Symphony No. 5 is called "Andante con Moto." Far out, right?

The Wart  
West Virginia U.

#### PHOTOGRAPHY

I would like to know if you can take still pictures of a motocross with a Kodak Instamatic camera. Can you follow the rider and then snap the picture or just stand still and wait for him to get into the camera? This is no joke.

Bobby Tamura  
Dallas, Texas

*(Wanna bet? — ed.) (Don't listen to him, Bobby. He's just jealous because his Minolta isn't as good as your Instamatic. Follow the rider and snap the picture. If you wait for the rider to get into the camera, you may end up with knobby tracks all over your f-stop. — ass. ed.)*

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# WRENCH WRACING

## RC HONDA CASE REEDS

In your March issue there was an article on the RC Hondas. Could you tell me exactly why the motors have reeds going into the cases rather than into the cylinder? Is it for more ram effect or something to do with crankcase pressure or both or what?

N. Propst  
Galva, Kansas

*You're on the right track. The factory Hondas have a dual intake system, one a conventional piston-controlled two-port intake working directly off the manifold and the other a reed-controlled port venting into the crankcase from the same manifold. The same design has been used on some of the Bultaco factory 250s. On any conventional piston-controlled intake port, the window starts to open as the piston rises and the fuel charge is drawn into the cases by negative pressure caused by the rising piston. However, the intake port is only fully open when the piston reaches top dead center. The rest of the time during intake open duration the port is only partially open, thus only about half of the intake port's flow capacity is used during the intake cycle. With a case reed induction system, a relatively large port is directed into the crankcase and controlled by a reed. Now when the piston starts to rise, creating negative crankcase pressure, the case port opens immediately to its full capacity and stays open to the top of the stroke while the piston-controlled intake functions normally. Then, as the piston starts its downstroke, the case reeds snap shut, sealing the charge in the crankcase, and only a minimum of blowback occurs through the piston-controlled port. The total result is a larger*

*charge to the crankcase which can be delivered to the combustion chamber through a multitude of transfer ports, which is ultimately translated into more midrange power. The advantage of this system over a single reed-controlled intake like on a Yamaha is that there is no flow restriction at high rpm so the engine can rev higher.*

## EXPANSION CHAMBER THEORY

My friend and I disagree on expansion chambers. He says the gases go into the pipe, then break up and then part of the gases go back into the engine and part of the gases go out the stinger. I say that the gases don't go back into the engine. Who is right?

Jim Miller  
Sharon, Pennsylvania

*I am, usually. The main function of expansion chambers is reflection of pressure waves, not reversal of gas flow. Think of your expansion chamber as a big hallway and your exhaust gases as a tribe of Indians. When the spark plug fires, there's a whole bunch of Indians inside the combustion chamber all hot and squeezed together hankering to get out. When the exhaust port opens, the Indians, still all packed together, come tumbling out and start running down the hallway in a mad rush. As the hallway gets bigger (this is called the divergent cone of the expansion chamber), the Indians start spreading out and the Chief yells back up the hallway, "C'mon you guys, there's plenty of room down here. Let's go!" (This is the reflection of a negative pressure wave caused by the expansion of the gases in the divergent cone which actually draws or "scavenges" the*

*remainder of the burned gases from the combustion chamber and draws a fresh fuel charge in through the open transfer ports.) Now the Indians are running down the hallway whoopin' and a-hollerin' and the new Indian reinforcements are piling into the combustion chamber, but all of a sudden the hallway starts getting smaller (the convergent cone), and the Indians start crowding together and bumping into each other, so the Chief yells back up the hallway, "Ugh! Hallway get-um too small. No more Indians allowed." Right about this time some of the new Indian reinforcements are starting to climb out of the combustion chamber and run down the hallway, but the order from the Chief stops any more from coming out. (This is the reflection of the positive pressure wave, called "back pressure" by some, which prevents the new fuel charge from flowing out the exhaust port even before the port closes. Now, positive pressure from the exhaust pipe combines with positive pressure from the transfer ports to produce a slight supercharging effect within the combustion chamber just before the exhaust port closes.) Now the Indians finally pile out the end of the hallway (the stinger) and all yell "BAP!" together. But as usual the cavalry rounds them up and puts them on a reservation where they all die of starvation the next winter.*

## NAMES AND ADDRESSES

I really dug your FMF porting article but you forgot to include the address.

D. Emler  
Harbor City, California

*Oh yeah, it's Flying Machine Factory, 1418 — 259th St., Harbor City, California 90710. And tell 'em Baz sent ya.*

Where can I get a rear fender like the ones on the factory CZ?

Derald Milner  
Wichita, Kansas

*Easy, send \$15.95 to Coast Moto Cycle, 2334 Newport Blvd., Costa Mesa, California 92627.*

III



# The Telesco Cross.

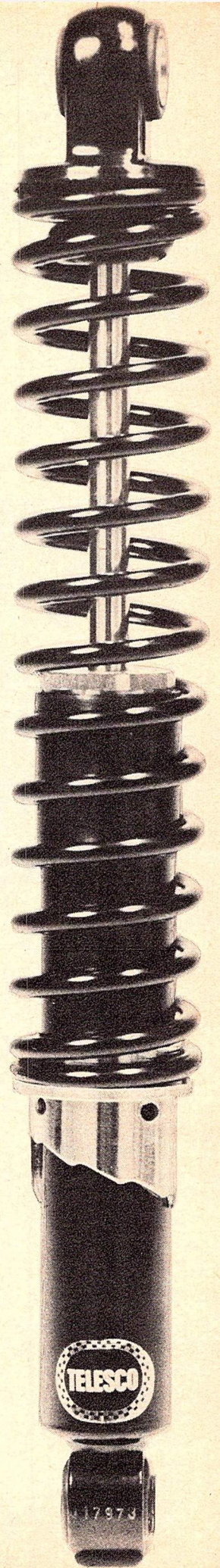
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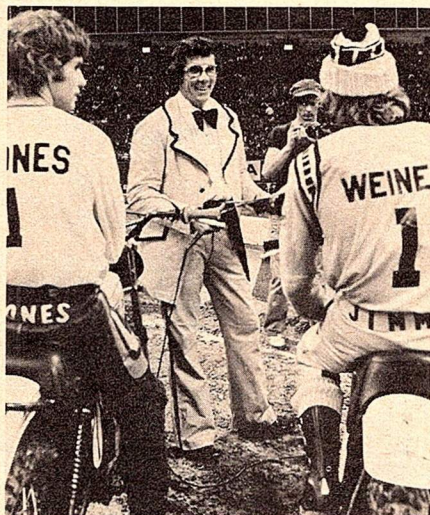


# Little things about people who make motocross neat

## WHIPS

LARRY HUFFMAN

"IN JUST A FEW MINUTES, LADIES AND GENTLEMEN, THE GATE WILL FALL AND THIS STADIUM WILL GO CRAAAAAAZY!!!" The 110 db loudspeakers blare the introduction at rock-band level. In the pits, shudders go down spines, eyes roll back and fingers get stuck into ears. It's Loudmouth Larry doing the announcing again. Larry Huffman, the Machinegun Mouth of Motocross, is on the job doing what he does best: getting a crowd of spectators psyched for a motor race.



He announces all types of races all around the country, most notably speedway and drag racing. Motocross, however, holds a special excitement for him. "I really dig it. I like the people who do it and the crowds that come to see it. The idea of man and his machine against the natural elements of a motocross course really excites me. I love it."

His critics say he's too loud and doesn't know what he's talking about. He lets it pass. "I don't take myself too seriously. When you start doing that, you're ready for the box."

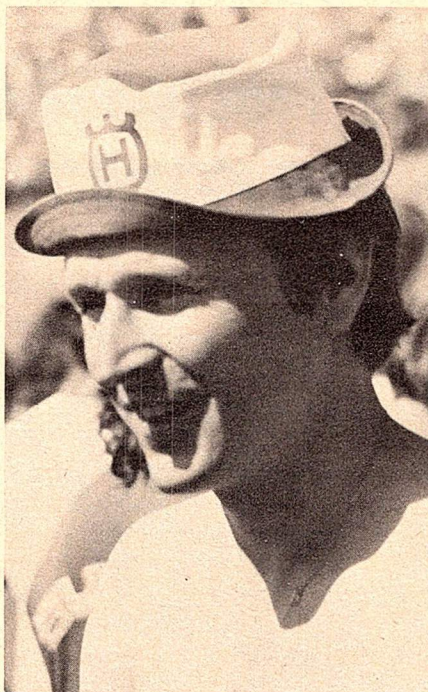
Good or bad, when Larry peels off his yellow leather sport jacket, tears off his bow tie, rips open his ruffled shirt and screams into the microphone, "CAN TRIPES CATCH THE FLYIN' HAWAIIAN?", the crowd will scream something back, anything. Larry Huffman gets paid to entertain 40,000 people at a time. He does it better than anybody.

JUHA TIRINEN

Juha (pronounced YO-han) is a businessman. He makes riding equipment for his countrymen like World Champion Heikki Mikkola and his Husqvarna teammate Mitch Mayes. His products are called Koho, and the top-of-the-line item is the Mikkola replica pants, a hybrid of nylon and leather.

When he's racing he's all business, too. In 1970 and 1972 he was the Champion of Finland, the high points of his 14-year racing career. He'll be coming to this country to contest the Yamaha Super Series in Daytona and Houston and also to promote his Koho products in association with Koho importer John Gregory of JT Racing.

He views American stadium racing with the get-the-job-done eye of a professional. "We have similar tracks in Europe, in France, but they are much more



dangerous and very fast. They have cliffs with no bottoms. You jump off them and you think surely you will crash."

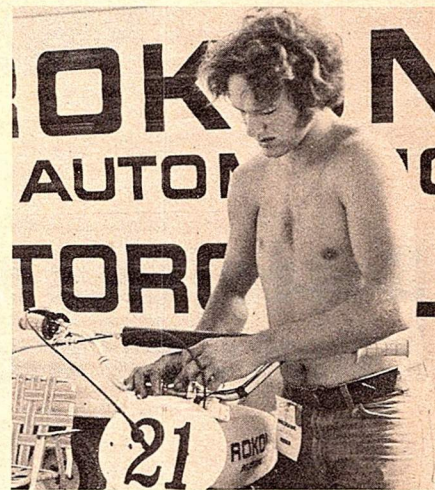
Although Juha hasn't ridden all year, a week or two at the Husqvarna training center should get him in enough shape to keep his 250 GP up with the leaders.

DAVE PALMER

Dave is a race mechanic who never has to worry about gearboxes breaking, only about drive belts wearing out. His rider is Don Kudalski and his bike is the amazing Rokon 340 Automatic.

"The Rokon has got to be the best way to go, so far. Look, you don't have to shift ever. The power just keeps coming out smooth and steady. There're less moving parts to hassle the drivetrain and no linkages to bind or break. We've got this thing developed to the point where it's absolutely competitive against anything the big factories can put on the track."

Dave started as a shop mechanic for E. C. Walker in Boyton, Florida, and was asked this year to be Kudalski's wrench on the belt drive.



"We want to win this Florida Winter-Am series and then maybe we'll go to Texas for that series. It all depends on me going to college, and Don is still in high school."

Tuning the Rokon is a snap. "All you do is dial the motor in to one range and regulate the power output with the spring adjustment on the belt pulleys. Since the motor is always running at a set speed, you don't get big chassis loads, so you can build the frames really light. And Don gets the rest of the work done."

Dave has one problem: the bike keeps throwing chains. "We'll fix it. The Rokon factory is behind us all the way."

Picking up thrown chains, perhaps?

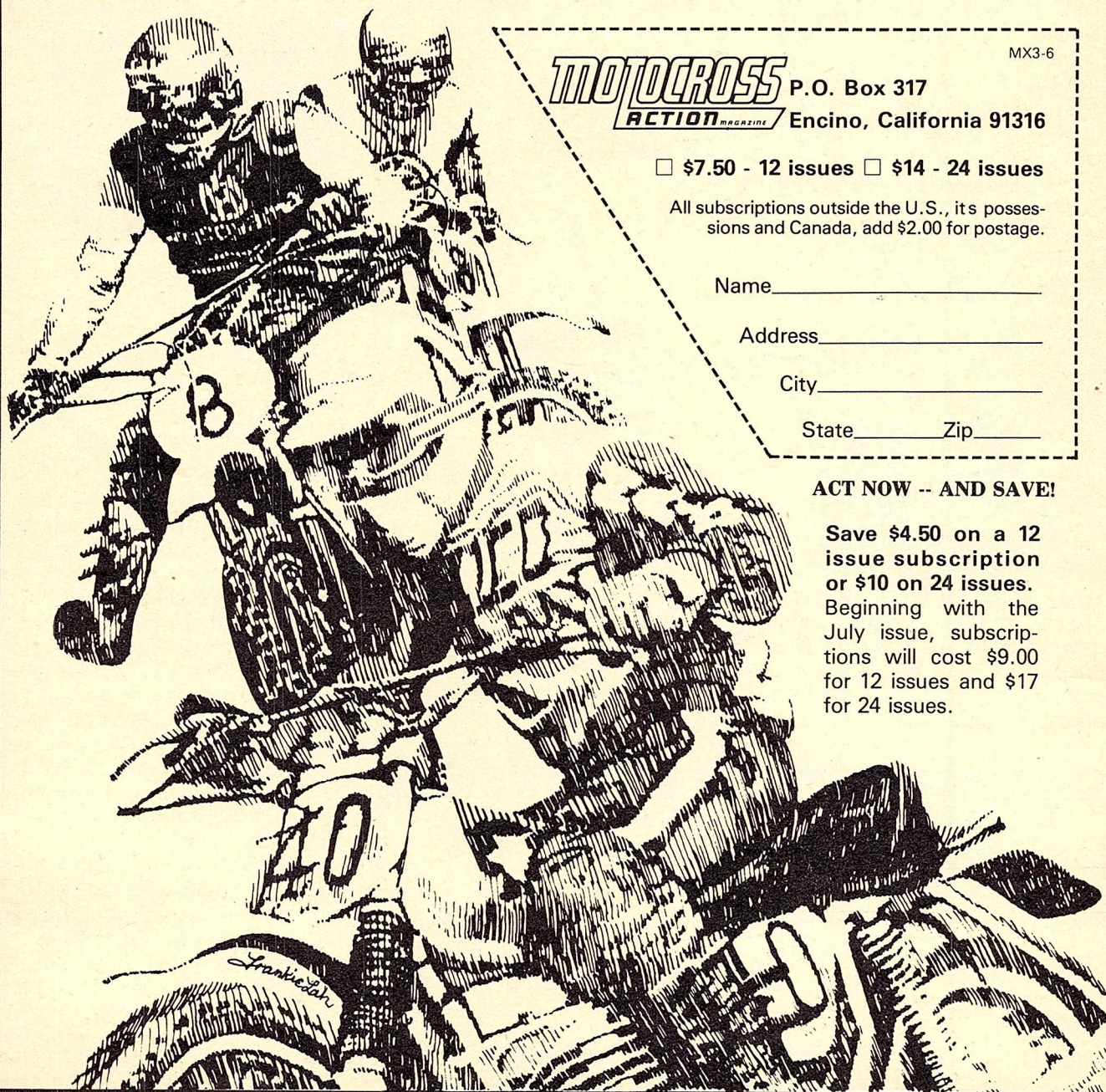


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# TRICKS FROM THE TRADE

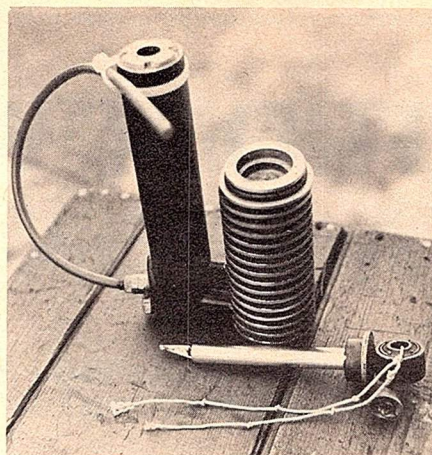
## DELUXE MUD FLAPS

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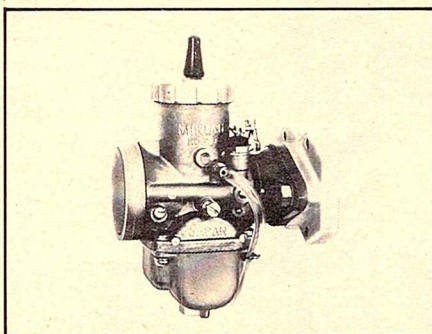
## WANNA BUBBLE SHIELD?

Trick bubble shield claims fog-free vision, but makes for very expensive tear-offs. National Hydron, Inc., Dept. MXA, Rothsville, Pennsylvania 17573.



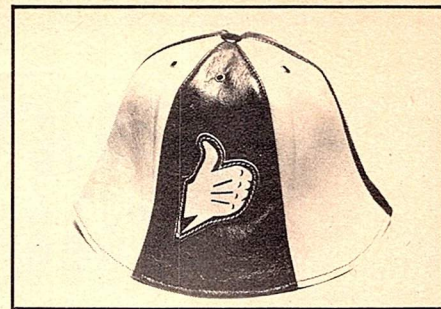
## THERMAL-SMOKE

Touted as "The first practical use for the Yamaha Thermal Flow shock absorber," this little item was the brainchild of local pro racer Jeff Blix, researched and developed by MXA ass. ed. Paul Boudreau and engineered by the incomparable Doug Grant. It's one of a kind and you can't get it anywhere. We just thought you might like to see it. Yes, it works great.



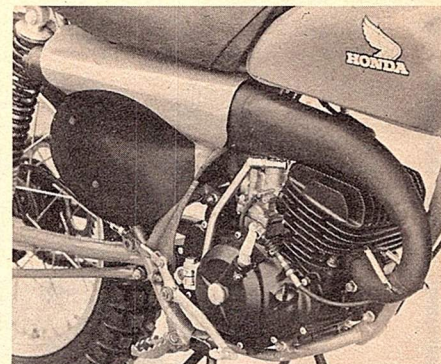
## MIKUNI KITS FOR REED HUSKYS

Kits include special adapter, rubber flange, 34, 36 or 38mm Mikuni with the air horn trimmed to fit the stock air cleaner, and jets. Around \$65 from G.E.M. Products, Inc., Dept. MC, 496 E. St. Charles Rd., Carol Stream, Illinois 60187.



## SILLY HAT

For you Bultaco freaks who like to wear all the trick hats Miura Products comes out with, here's another one. It's built from red and yellow leather and has a red lining. Ask your Bultaco dealer for one or six.



## AL BAKER CR125 UP-PIPE KIT

After listening to customer demands for a couple of months, Baker said he decided to get on the ball and design an up-pipe kit for Honda's CR125. The serious racers needed something tucked out of the way.

Instead of just jumping in with a bunch of cones and a torch, they designed this pipe so that it will outperform the stock low pipe and still not lose anything on the bottom, so that you won't have to cut away any cooling fins or scrap your stock airbox, so that you'll have complete freedom of movement when you're riding, and the kit even fits CRs with forward mounted shocks. This is what you get for your \$79.50: tuck-in high pipe; a new number plate/side panel; frame cradle replacement piece (didn't think you were going to escape without a little welding, did you?); and all the hardware and instructions.

Like everything they sell, it's guaranteed. Write or call: Al Baker Racing & Development, Dept. MXA, 15174 Raymer St., Van Nuys, California 91405; (213) 997-7055.

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## ON THE MAINJET *Continued*

Laurie had told me that Roger was planning to race on Sunday in Belgium and that it would be rough for him to accept the award and then make the race the next day, but that he wanted to do it anyway. After talking to my people, we decided that we would pay Roger's way over and that he could come in the middle of the week so it wouldn't screw him up for Sunday's race. Or, he could come on Saturday if he wasn't going to race. Or, he could get the award at Carlsbad at the 500cc GP in June. Whatever he wanted to do!

The next day we called and talked to Roger, as was our plan with Laurie. Roger was home and he said that he was planning to race in Belgium on Sunday because he had committed himself earlier when he had decided not to come to Daytona. He also said that he wanted to come over and accept his award and that he would pay his own way. He said that he would receive it as planned on Saturday at Daytona and then jet back to race on Sunday.

We told Roger we didn't want him to come over at his expense — we would bring him here. He said no, it was the principle of the thing, and he appreciated our and your efforts. We finally talked him into coming over for the Carlsbad GP in June, as we would really feel bad if he got screwed up in his race in Belgium because of us. He relented and that's the way we left it. *(You picked a classy winner for our first ROY award.)*

I felt so good about the final outcome that I went out and got me a Toyota SR-5 just like Roger's going to get. It was easy. I just committed the other half of the Bazzar's salary for the next couple of years. He doesn't need it anyway. He knows how to live off the land. Anyway, he's in Daytona while this is being written, waiting for Roger.

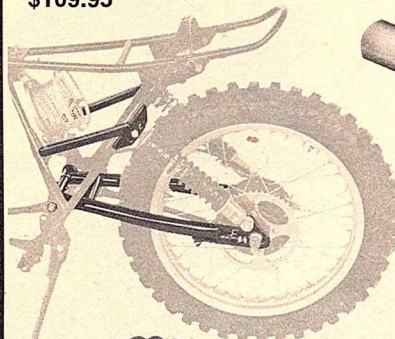
Hopefully, by the time you read this I'll be giving Roger his truck in your behalf. The only problem is, I've written this before I've been able to get ahold of Bruce Cox or Gavin Trippe, the promoters of the Carlsbad GP. But they're pretty good guys and I know they wouldn't hang me up...

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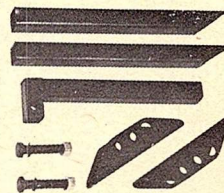


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### DG SHOCK COOLER \$39.95/pair (Specify Koni or Boge and size)

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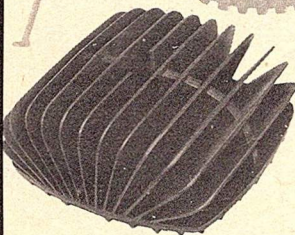
For use with either 11.75 Boge or 11.9 Koni shocks. Please specify make and model of bike.



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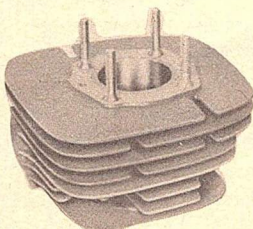
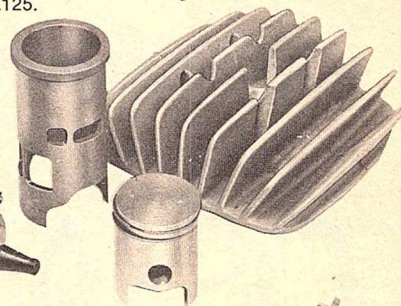
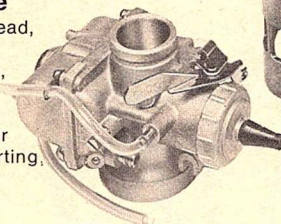
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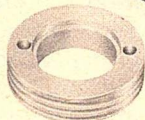
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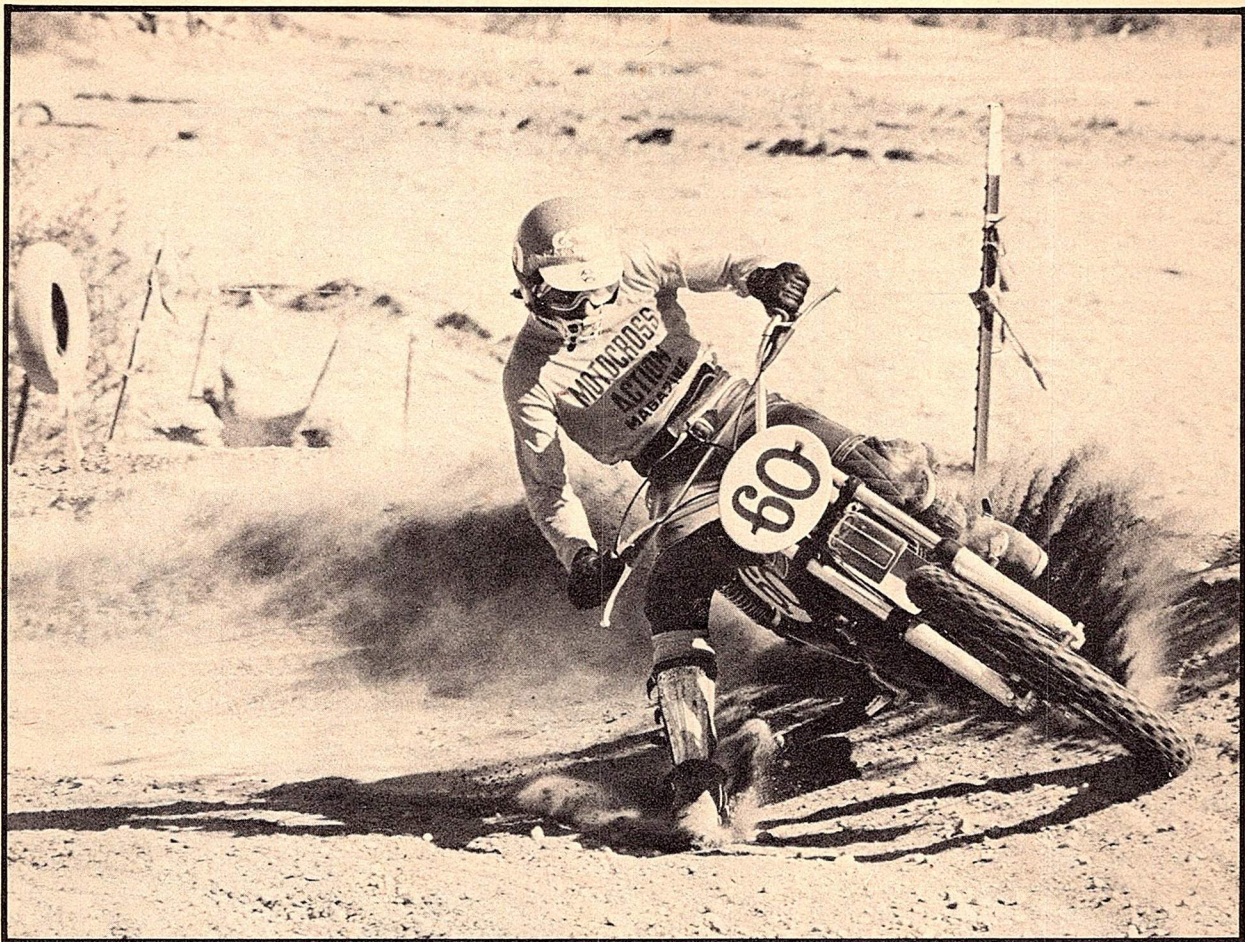


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# OSSA 175 PHANTOM

## RACE TEST

About nine months ago we featured the new Ossa 250 Phantom; in fact it was our November '74 issue, and we really liked it! When Charley Young brought by Ossa's latest offering with 75cc less displacement we had mixed emotions about testing it.

First and foremost was the fact that a 175cc class has been virtually non-existent in many parts of the country and still is. There also is, or was, the fact that the 175cc motocrosser of a manufacturer's line was a bastard and was left without competition from most other brands. The trend seems to be changing and it may be due to the fact of more manufacturers offering a 175 in their line.

Up until this time MOTOCROSS ACTION has declined on testing 175s due to the above reasons. We have now decided that they may become a legitimate class in motocross

competition, as is already the case in many parts of the country, and we will recognize them as such. We have been approached by Husqvarna, Can-Am and others in regards to their 175cc offerings also. We will keep you abreast of this situation and will continue to test 175s on a limited basis in the coming issues.

First appearances of the junior Phantom belie its smaller displacement. And it's no wonder. The 175 is a virtual duplicate of its big brother. Chassis is the same for both with the only identification difference being a 175 decal in place of the 250 insignia on the bright orange stripe down the center of the navy blue tank. Other visual differences are the head and barrel. The 175's barrel has two less fins for its smaller displacement. The head of the 175 is more of a conventional design whereas the 250's fins are

similar to a Suzuki with the outside fins slotted.

Another visual difference is the Amal carburetor in place of the Bing which is on its bigger brother. The specs we received with the bike called out for a Bing on all three of the Ossa models with the 32mm version being used on the 125 and 175. Our bike and the twin to it that was delivered to *Dirt Bike* came equipped with 32mm Amals. Another discrepancy with our furnished specs was the call-out for an alloy swingarm. The previously optional chrome moly arm is standard equipment and we're glad. We had breakage problems on our 250 test bike with the alloy model, which was due to quality control more than structural weaknesses. The complete chassis is now chrome moly.

### HANDLING AND POWER

When you first throw a leg over the seat, which is very



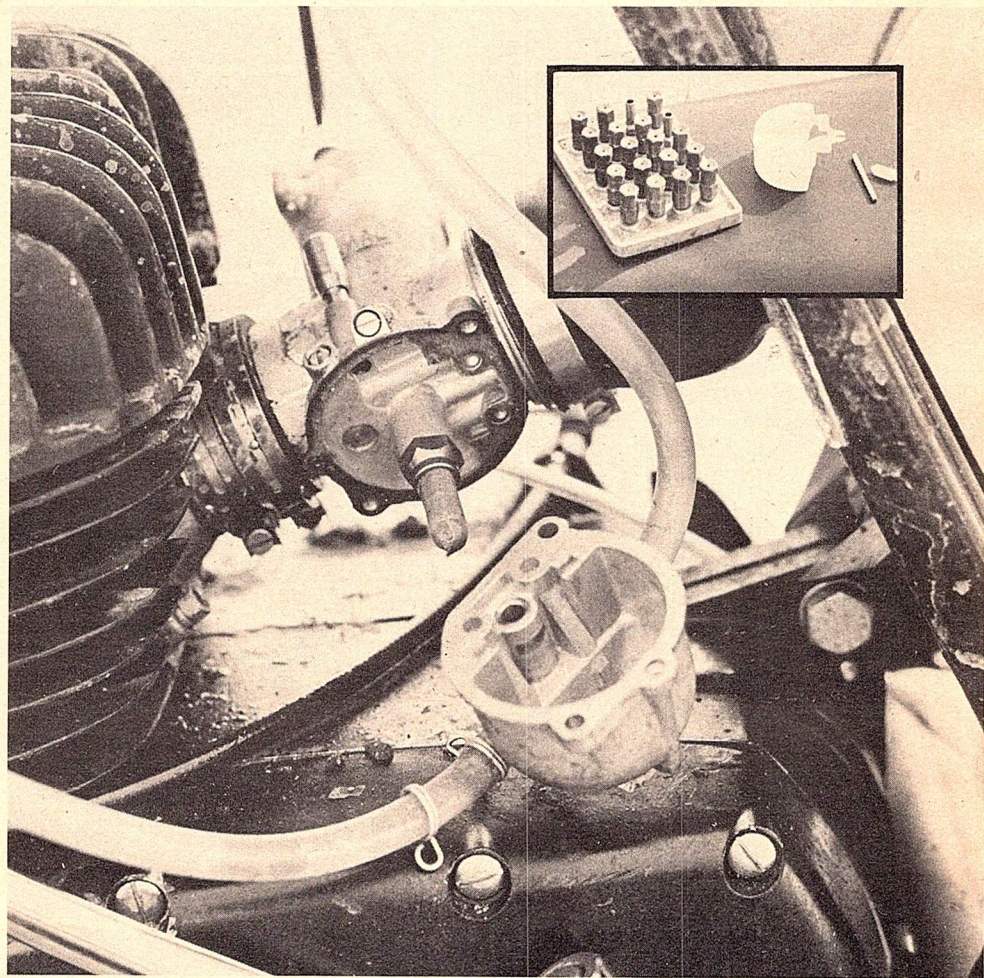
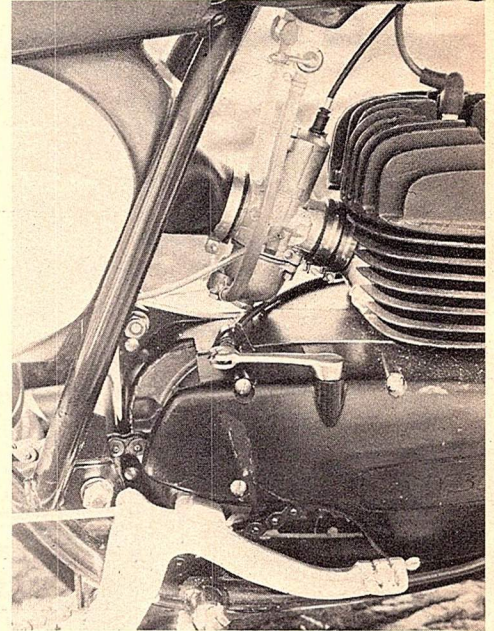
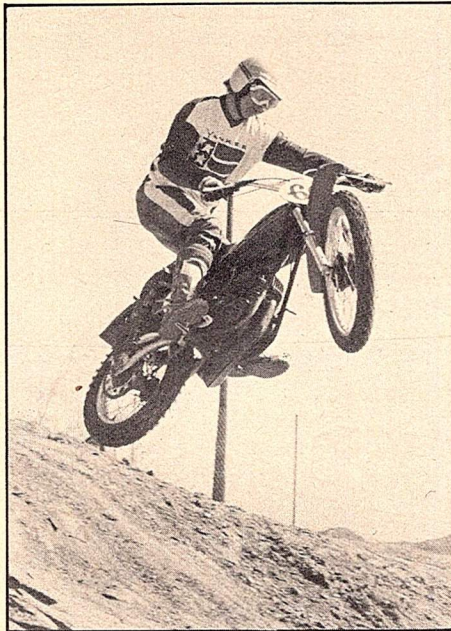
# This Junior Phantom is an almost race-ready machine that's looking for a place to compete

comfortable, you find that the bike sits quite high. A small rider will have trouble touching the ground flatfooted on both sides of the bike. This alone will hinder some of its desirability among a lot of young and small potential buyers. Even though the bike sits high it doesn't handle as a top-heavy machine. The engine sits low in the frame, giving the bike an excellent feel when you throw it into a slide. It makes the bike extremely easy to ride and a lot of fun.

One of the first things that gets your attention is the extreme lightness of the front end. It handles very fast up front, but once you are accustomed to it, it feels very natural. When we weighed the bike the front bias was 22 pounds lighter over the rear, with a grand total of 196 pounds with a quarter tank of gas. Not too shabby!

We had varying opinions of its power and most of our head-to-head comparisons were against 125s. The general consensus of our seat-of-the-pants experts was that the power was pretty even throughout the range. It wasn't pipey, yet it wasn't a torquer. You'll find the definition of its power somewhere in between. It put it on any 125 we ran against, including the new Bul which is also in this issue. But the extra 50cc are supposed to do that. The only reason we mentioned it is our having ridden 175s that couldn't stay up with a hot 125. The power of this 175 is extremely good. It can pull wheelies throughout its power range and it is an easy bike to power loop if you're not careful over the jumps. As with the 250 you must keep your weight back over the straightaway jumps, holding the front end using the DeCoster crouch. Power sliding the turns can be executed any number of ways with this bike and they all seem to work. You can back it into a turn keeping the rear Pirelli spinning or lay it down to the bars at the apex of the berm; it doesn't matter because

*The specs called for a 32mm Bing but we got a 32mm Amal. Neat brake lever.*



*We had to rejet the main to a 310 and raise the needle all the way. The carb easily swivels when the hose clamps are loosened. The float and needle are nylon. The screen over the main jet keeps the fuel from frothing.*

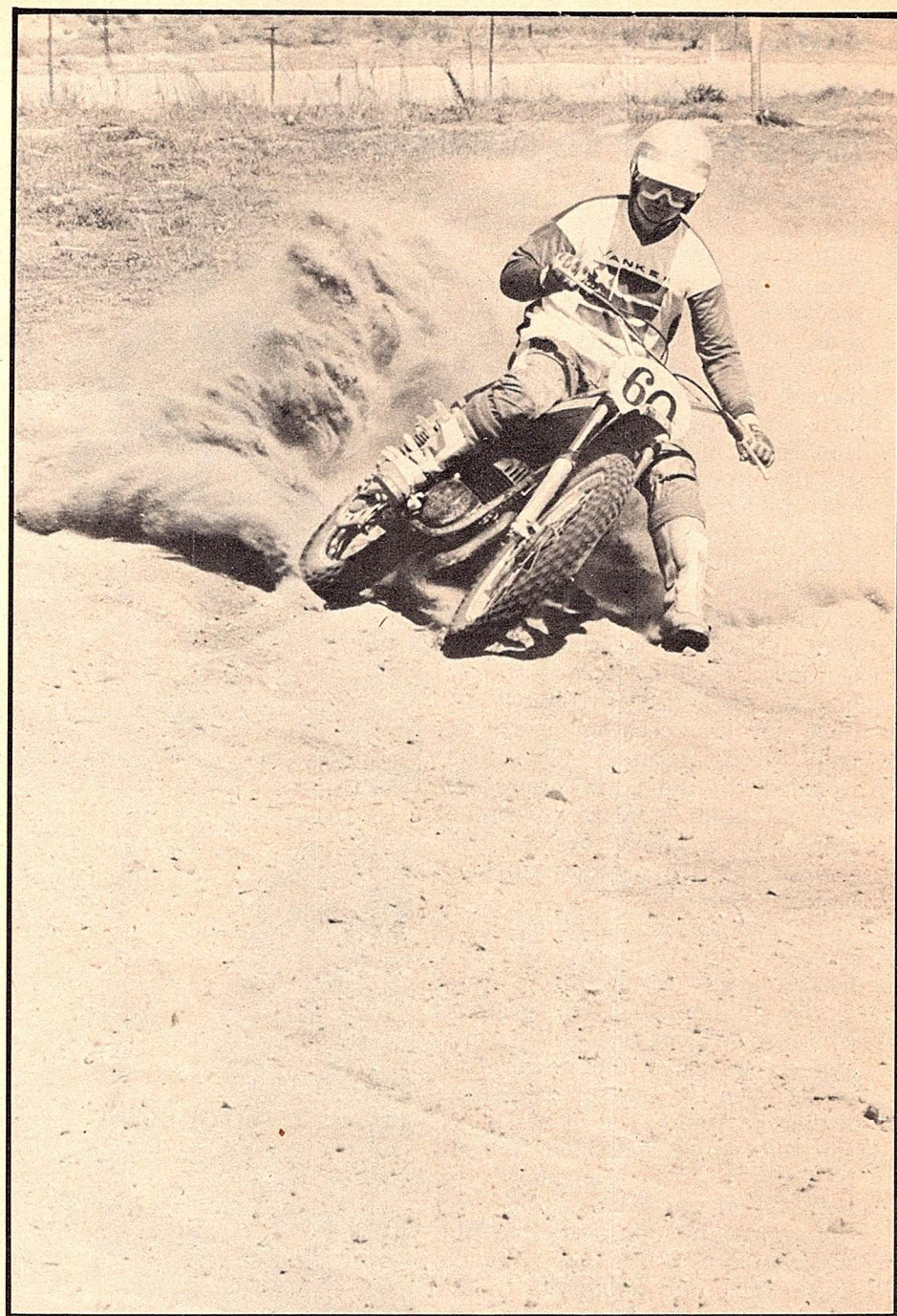


each way it works. It's easy to work the light front end when accelerating out of a turn or through the bumps.

On a soft track with cushion the suspension wasn't bad. It wasn't that good, either. On a hard track it was very difficult. The rear shocks went away after a few hours of riding, yet they didn't get you into trouble. It was uncomfortable but not unrideable. We tried several different brands of shocks and were never completely happy with anything we tried. One of the reasons for this was an unnatural hydraulic locking of the Betor forks. Betors are very good units for the most part. The recommended 40-weight oil was changed to 10-weight Bel-Ray and it helped a bunch, but never really cured our problem. The combination of problems in both the front and rear suspensions were a source of harassment for us. We are starting to ride so many bikes with trick suspension mods and stockers with forward mount and cantilever shock positions that it is becoming very difficult to discern how good a standard "old-style" suspension really is and if it is as good as it can be with the components available. One thing we know for sure is that a manufacturer is outdated if he is still using the conventional shock over the axle position at an 80 to 90-degree mounting angle. We felt that the only cheap way to modify the Ossa's rear shock position was to leave the upper stock mount alone and move the shock forward on the swingarm. Cantilever suspension is a major operation on this bike and necessitates a series of brackets and braces all the way up to the fork crown. With the time and the funds it would make the bike a dream to ride, and we know it works. So does John DeSoto.

#### ENGINE AND COMPONENTS

The Amal carb proved to be a one-kick starter once the engine got the least bit warm. Trying to start it when it was cold was a whole different ball game. It seemed that it loaded up after it sat for a couple of hours. We traced the problem to leaky petcocks. We had to push it to get it running at the start of the day



Once it started there were no more problems. You just had to lean on the kickstarter after that, and it's a good thing, because somebody fell asleep when they designed that thing. It would have been very simple to curve the kickstarter lever forward another inch or so in order to clear the side case anyway and would be out of the way. As it stands, the lever hits the footpeg on each kick through and when your foot slips off it, the pointy end of the lever gets you right in back of the knee.

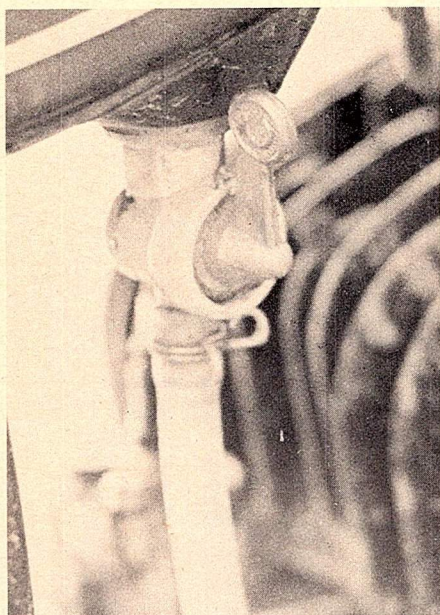
Our bike took a richer main jet setting than what came with the

bike. We ended up with a 310 main jet and raised the needle all the way up. We also used a colder plug and switched from the NGK to a Champion N57G mainly because we had them available. The owner's manual, if you can call it that, has a chart for a cross reference of different make spark plugs for the bike. It has very little else to offer and is no more than a brochure with specifications. In this day and age of our maintaining our own bikes, we need pertinent and complete information.

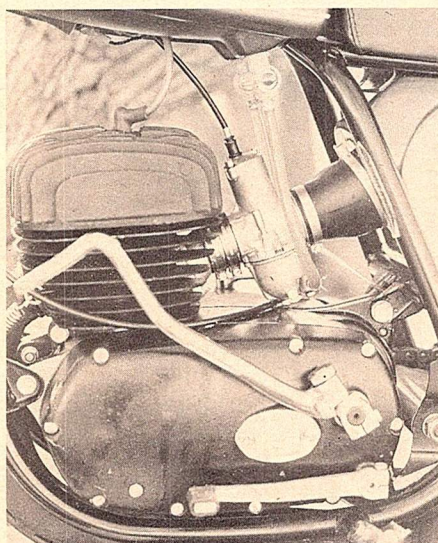
The transmission is very good. The spacing between the five speeds is perfect for what the bike



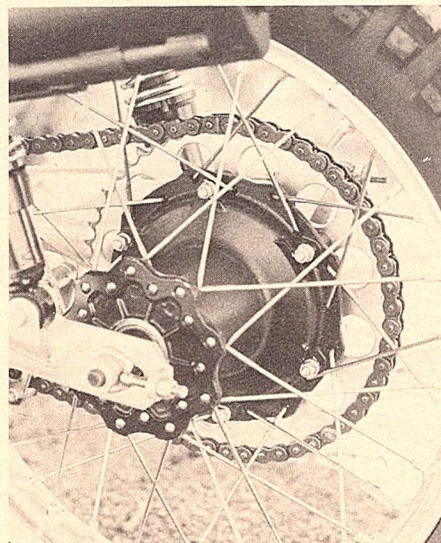
*The petcock isn't supposed to do this.*



*Neither is the fender, and we didn't even fall on it.*



*A little more thinking and the kickstart lever could have been made to clear the footpeg.*



*Rear hub is Dural and very light. The claimed waterproof brakes weren't. When dry, they worked very well.*

is designed for. Our bike missed third once in a while although this never occurred on *Dirt Bike's* and was just peculiar to our machine. On either bike, once a gear was engaged, it never popped out. The lever and peg positions were suited to the average rider and made them effortless to use. In fact, all the controls were where they were supposed to be. Everything fit. Nothing seemed out of place. Even the bars were acceptable to our four test riders. A new record!

Brakes were also one of the strong points of the little Ossa. The alloy units would haul the bike to a stop with very little effort. They didn't grab or lock

the wheels and a soft touch was all that was needed. Water crossings were a different story. You got a real thrill when they got wet. It was like sitting on a live torpedo looking for something to hit. The front brake took a lot longer to come back than the rear, but either way it would be wise to do a little filing to those shoes if you like to play in the wet.

The Motoplat transistorized electronic ignition (whew) was never a problem. Wet or dry didn't make any difference to it and it never so much as popped at us during the weeks that we had the bike.

We couldn't fault the power of

the expansion chamber but its design is something else. Both pipe mounts broke after several hours of running. They are solid rubber mounts with bolts on each side of the rubber. Unfortunately the "bolts" stay in place but the solid rubber between them separates, leaving you with a pipe that is held by two small springs at the exhaust manifold. Every Ossa we know of has broken these mounts. The cure is a bolt through the pipe and the frame with a rubber bumper between. Any automobile shock absorber bumper works perfectly and you usually find them lying around on the ground at any volume tire outfit. Another problem with the pipe is the silencer. It has three screws that hold the core in place and they are gone before you know it. A bolt with nut or safety wire are two of the cures. It's an effective silencer but it looks like somebody painted a soup can and stuck it on the end of the pipe. At least it worked, and that's more than we can say for some of its competition.

#### THINGS WE LIKED

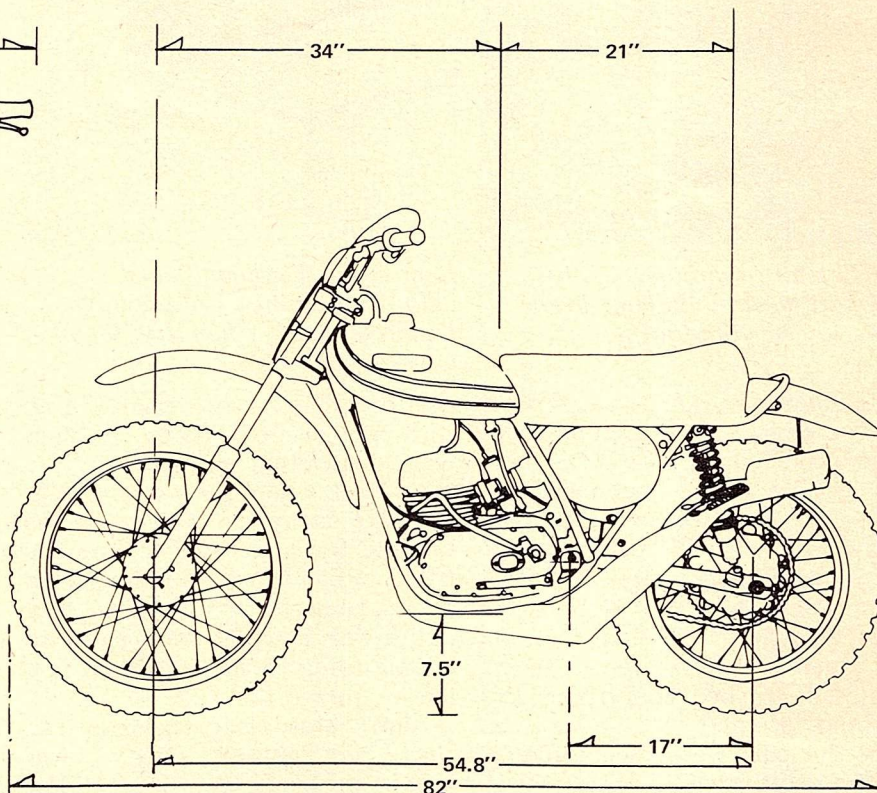
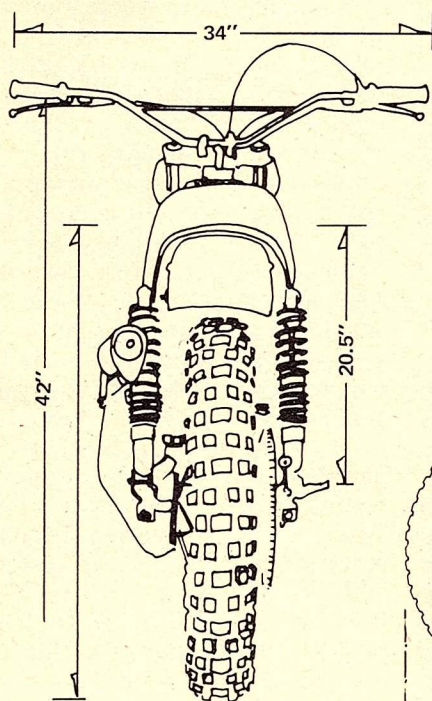
Someone really took some time when this bike was engineered. The detailing is excellent. Even the number plate received special treatment and was dished to snugle up to the fork tubes. The cables have rubber boots on the end of them to help keep out the goo. They also feel like they are nylon lined and work very well. The gas cap is easy to screw on and has a good gasket that doesn't leak. It's also covering a big hole which makes it easy to pour gas. It has a trick little vent hose that stays where it's supposed to. The handlebar levers are alloy and bendable and have dust covers. The rear brake lever and shift lever are the same. They are designed with some thought. The brake lever has a hole in it so that mud or grit falls through. The footpegs are saw-tooth and give good support to your boots. The chain guide is light and sturdy. The rear brake rod is made to configure to the rear assembly and has an easily used adjuster. The hubs are light and sturdy. We could go on and on. The attention to detail is

*Continued on page 24*



MAKE: OSSA 175

Model .....Phantom  
 Engine Type .....Single cylinder,  
 ..... 2-stroke piston port  
 Displacement ..... 175cc  
 Bore & Stroke ..... 60 x 60.9mm  
 Compression Ratio ..... N/A  
 Carburetion ..... Amal 32  
 Ignition ..... Motoplat CDI  
 Lubrication Method ..... Oil in gas  
 Starting System ..... Kickstart  
 Air Filter ..... Foam  
 Recommended Fuel ..... Premium  
 .....with 5-percent oil  
 Clutch ..... Wet, multi-disc  
 Primary Ratio ..... Chain  
 Transmission ..... 5-speed  
 Ratio ... 2.60, 1.92, 1.43, 1.17, 1.0  
 Color ..... Blue  
 Frame . Double cradle, chrome moly  
 Forks ..... Betor  
 Rear Suspension ..... Betor  
 Front Tire ..... 3.00 x 21 Pirelli  
 Rear Tire ..... 4.00 x 18 Pirelli  
 Curb Wgt. Claimed 190; weighed 190  
 Weight Bias . 44.4 F—55.6 R=85.5 kg  
 Steering Head Angle ..... N/A  
 Fork Trail ..... N/A  
 Fuel ..... .9 liters, 2.4 gal.  
 Gearbox Oil ..... 1000cc  
 Forks ..... 180cc



# OSSA 175 PHANTOM



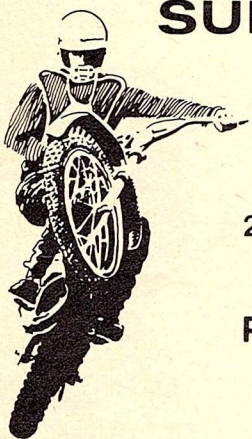




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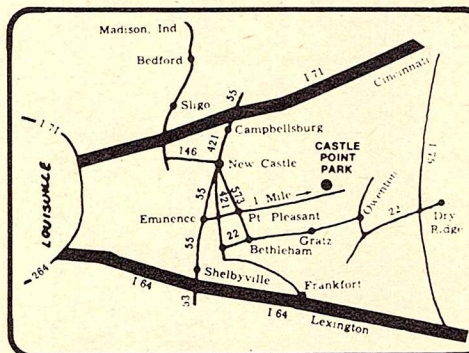
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### OSSA Continued

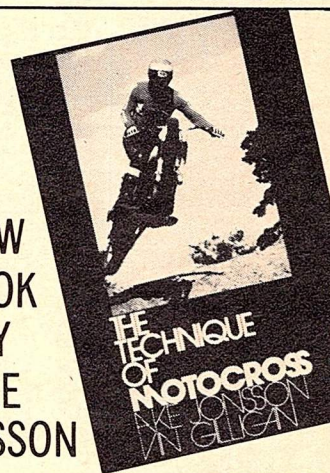
appreciated. The little things like spring clips to hold cables in place show that someone was proud of what they were doing.

### THINGS THAT WE DIDN'T CARE FOR

Both of our fenders cracked and started to disintegrate. The fiberglass couldn't take the abuse. We didn't have trouble with the fiberglass tank but then we never fell on it to find out. When the expansion chamber mounts broke it caused the pipe to lose its shape and it had to be rebent to its original configuration. That was a problem. The throttle was easy to use but it would not stay in place on the handlebar. It is plastic and in many European countries is illegal. You must drill it and pin it to the bar in order to secure it in place. The shift lever rubber kept coming off. The petcock on the right-hand side would turn all the way around and both would leak, causing the bike to load up when it sat for a period of time.

### HOW ABOUT IT

Charley told us the 175



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Phantom is going to retail for \$1375, which is what we were quoted for the 250 nine months ago. Basically it's the same bike except for the cylinder and head with a smaller carb. Change those components and you have a 250.

It's super-light. It's quick and powerful and it's easy to ride. More important, it's fun to ride. It has to be a serious contender in its class and that's if and where you can find a motocross event to race it in. As a play bike it's a gas. It's fun to wheelie and full lock slides are a delight. The power is right on for all the fun things that can be done with a bike. It's not too pipey for the novice rider and yet pulls strong enough and broad enough to race against anything in its class. It has most of the trick items as standard equipment and the only necessary accessories will be new fenders and some different shocks. Boge-Mulholland has a unit that works well, as does Koni or S&W.

We had a lot of fun riding the bike and with better suspension would have loved it. Our only concern now is where to race it.

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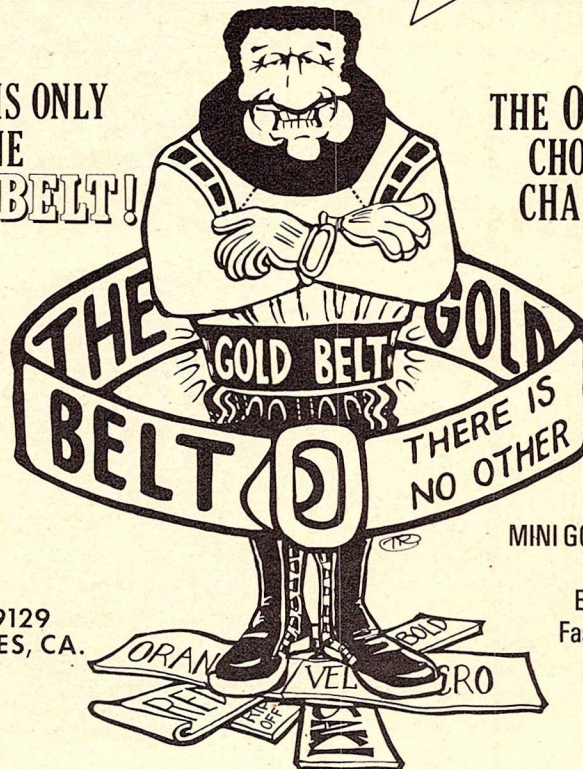
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## PERSONALITIES: PART II By Dick Miller

**This concludes a two-part interview that is interestingly different. We hope you were enlightened and enjoyed it.**

Laurie DeCoster and Anneke Wolsink are the wives of two premiere motocross racers, Roger and Gerrit. If you read last month's Part I of this two part interview you already know a lot about them and their husbands. You also know that they are two diverse personalities. They're both outspoken and opinionated but each in her own way. I don't think that their husbands will like some of the things they say, or have said, but I'm sure they'd have to agree that the responses to my questions were honest and sincere. Somehow, when you see whatever you've said in print, it looks different. The problem with any interview is that the inflection or tone of the voice is missing when it's on a piece of paper. Don't make the mistake of thinking that you or anyone else could say the same things about their husbands and not incur their wrath. They are privileged to say the things they do about their men because they carry the same last name and will fight to defend it.

Roger and Gerrit haven't seen this interview. While you are reading it, so are they. They both had apprehensive looks when they left the motorhome before the start of the interview and I couldn't help but notice the look Roger gave Laurie before he left. He's the kind of person who doesn't have to say anything to convey his feelings. I was somewhat apprehensive myself. Although I was only interviewing Laurie and Anneke, there was moral support for their side with the addition of three more very pretty women friends. I was all alone.



# LAURIE DeCOSTER





Do you feel any amount of chauvinism is a part of the MX sport? How do you deal with it? How does it affect you personally? I mean, it's predominately a male sport.

*ANNEKE: You mean that men say that motor sports is just a sport for men?*

Right. Do you run into this a lot?

*LAURIE: Roger thinks it is, that it's a sport for men. He's a real chauvinist pig. (chuckles) He is.*

Well, how do you deal with it?

*LAURIE: Doesn't bother me at all. Because I don't particularly care to race in those sports. I suppose it would affect me if I wanted to race motocross and he wouldn't allow me because it wasn't a woman's sport. But it doesn't happen to interfere with me. I think in Europe it would be very difficult. Because I know when I ride my motorcycle through town everybody comes out of their stores to look at me. In Europe?*

*LAURIE: Oh, yeah!*

*ANNEKE: Oh, yeah!*

*LAURIE: A girl riding a motorcycle through town...*

*ANNEKE: It's a big difference. American women are more liberated than in Europe.*

*LAURIE: Much more.*

What kind of motorcycle do you ride in Europe?

*LAURIE: 125 Suzuki. I saw a lot of girls in Europe on the Mopeds.*

*ANNEKE: Oh, yes, I have too.*

*LAURIE: You can use 'em as bicycles...*

But that's different.

*ANNEKE: Oh, yes.*

So, a motorcycle itself: Have you ever ridden a motorcycle in Europe?

*ANNEKE: No.*

On the street you never have? Can you ride a motorcycle?

*ANNEKE: I can't.*

*LAURIE: Do you like motorcycles?*

*ANNEKE: No.*

You don't like motorcycles?

*ANNEKE: No. Doesn't interest me at all. (laughs)*

# ANNEKE WOLSINK



Well, when you mentioned that you ride a motorcycle through the streets in Europe, it really creates excitement?

LAURIE: Oh, yeah. I'm sure in the big cities they wouldn't think twice about it. But in the villages, that's a very big thing!

Why is that?

LAURIE: It's just not something a woman's supposed to do, I guess. I don't know.

Can you wear jeans or similar apparel to do it?

LAURIE: Aaaaaaah, no. In our village, they're very strict about what you wear when you go shopping, what kind of bicycle you ride. You're not to ride a man's bicycle, you ride a woman's bicycle.

ANNEKE: You're talking about Belgium?

LAURIE: I'm not talking about you, I'm talking about the village we live in. All the villages in Belgium are that way. And they're very similar to the one I live in. I'm speaking of villages of 7000 people.

So, tradition is pretty heavy.

LAURIE: Oh, yeah.

Do you defy it, though?

LAURIE: Sure I do. If I feel like doing it, I do it. It doesn't bother me.

How do you think they feel about that? Do you think they say, "Well, she's an American..."

LAURIE: Yeah, I think they say that. "She's an American and she's... crazy."

Well, let's say in Holland, how is this different from Belgium? Can a girl ride a motorcycle?

ANNEKE: If she wanted.

But, is it uncommon if she does?

ANNEKE: Yes it is. People would look, but they won't care. Not at all! My sister, she's crazy about motorbikes and she wrote me a letter — she got a license. And I'm sure she's riding a motorbike. And she wouldn't care if anybody would look. They would look, but they won't care. They would just say "Hey!" — that's all. Those people are more liberated and more modern than the Belgium people — even in religion.

Is that a Belgian joke?

ANNEKE: No, that's just true. The joke about Belgium is, "What do you do when it's the end of the world? Just go to Belgium!"

LAURIE: That's a Dutch joke!

ANNEKE: Did I say Belgium joke? It's a joke about the Belgians.

LAURIE: For the Dutch people, they say, "What would you do if the world was going to end tomorrow?" And people get serious and really think about it. And you say "Can't think of anything?" and they say, "Ah, no, it's too heavy. I'd have to think for a while." And you say, "You know what I'd do? I'd go to Holland because they're 50 years behind there." (laughter) That's the Dutch joke — that's this side of the joke. (laughter)

ANNEKE: This shows how stupid they are. (laughter)

LAURIE: They really do, the Belgians and the Dutch really do have a thing against each other. So don't bring it up in our conversation — because I could care less.

OK. How do you feel about women racers?

ANNEKE: If they like races, let them race.

With the men?

ANNEKE: Why not?

LAURIE: Sure. If they can qualify...

ANNEKE: But I don't think that men would accept it because they always think that they're better.

LAURIE: Their masculinity would be threatened, their lives would be threatened. I know Roger would feel threatened by a woman who was racing if she raced better.

ANNEKE: Oh, (chuckle) God, yes!

LAURIE: He wouldn't like that. That's a woman who would be racing better than him. But what about a woman who wasn't as competent?

LAURIE: He wouldn't want her on the same track. He just doesn't like the idea of women in motocross. He doesn't think they belong. He says it's nice to see a



Laurie: I turned around — oh, I was furious — and I waded my way in and he came up again and told me to get OUT. And finally I saw Roger and ran up to him and told him what happened. And Roger hunted that guy down...

# LAURIE DeCOSTER



**Anneke:** Not always, and then I get angry. Oh God, then they have a bad person in me. When I can't get into the pits . . . Oh, God . . . and they touch me, I'll hit them in the face. Oh, yeah.



**Anneke:** Gerrit races because he LOVES motor bikes.

woman on a motorcycle, riding in the wind, you know, this type of thing.

**ANNEKE:** The sexy part of it.

**LAURIE:** Knowing how to ride, looking good. But as far as getting the helmet on, and the goggles and the whole thing. Going around hills — he says it reminds him of a man, it just turns him off. And I'm not interested in racing, so . . . How do you feel about it personally?

**LAURIE:** If they want to race and if they're that good, go ahead and let them. Sports shouldn't be just for men.

Anneke, do you feel the same way?

**ANNEKE:** Oh yeah. I don't care at all!

How did you learn how to ride? Did you ride a bike before you met Roger?

**LAURIE:** No. Oh, mini-bikes and stuff. But I never really learned how to ride until about a year ago. But a week before we got married, he got me this motorcycle and we went out and he showed me how to go uphill. I did it great the first time, but the second time, I shifted into second gear before I picked up enough speed. And the bike went "eeerrrr," fishtailed around and landed on top of me. And I got scars on my legs and hobbled away. (laughter) So, he put the bike away and said I wasn't gonna ride 'til after we got married. He didn't want to see me walking down the aisle with crutches and a cast. (laughter)

Did you learn to ride because he wanted you to learn, or did you want to?

**LAURIE:** No, I wanted to. But he never had time to teach me. And I'd feel stupid going to somebody else saying, "Can you teach me how to ride a motorcycle?" (laughter) They'd go, "Huh?"

It's more or less accepted that if your husband or boyfriend teaches you how to do something like that, it's usually much more difficult to learn than if somebody else teaches you. Did you have any of these problems? Would he get frustrated with you and yell at

you?

**LAURIE:** Not really.

You were just good?

**LAURIE:** (chuckles) No, it's just not that difficult to learn how to ride a motorcycle. It's difficult in order to ride a motocross course or a trials course or something. But just to get on to ride around in circles or to ride around a big field, it's not so difficult. I don't think you have to be naturally coordinated in order to pick it up. Anneke, why have you never had the urge to ride?

**ANNEKE:** Not at all. Not interested at all. I've got my bicycle that gets me around — it's a Maico (chuckle).

A Maico bicycle? (laughter)

**ANNEKE:** I bought it from the factory, yes.

Ten speed?

**ANNEKE:** No, it's a heavy one. But Maico is like this: They have different bikes than we have at home and we have just the easy(?) ones.

Do you have to shift it? Is it just a regular bike?

**ANNEKE:** Yeah, I have to shift it, but I just have it in one gear, always the same.

You never shift it?

**ANNEKE:** No. (laughter) That's too difficult for me.

Is it a man's bike or a woman's bike?

**ANNEKE:** Woman's bike. When I'm riding my bicycle with Gerrit . . . Sometimes, you know, after dinner we just take our bicycles and ride around. Because we are Dutch people and Dutch people ride bicycles. Just ride around a little bit and then I said, "God, you're going so fast!" and he says, "But, what gear do you have?" I said, "I don't know." And then he looks and he said, "God, I couldn't ride that bike. You know that's the heavy one and when you go uphill you have to use the light one." But, that's nothing for me.

Do you know how many speeds it has?

**ANNEKE:** I think three or four. It's the woman's bike. They don't have that here. You see all women

# ANNEKE WOLSINK



here go on a man's bike.

LAURIE: I think they look stupid.

A man's bike?

LAURIE: No. The woman's bike with the bar that goes down...

I think that you can get killed on it. I mean, you fall off just the pedals on a woman's bike and you go right to the ground.

LAURIE: Well, it seems it'd be worse for you guys. Worse for you than us — we just bonk a bone and you... (laughter)

In Europe, are you allowed in the pits?

ANNEKE: Not always, and then I get angry. Oh, God, then they have a bad person in me! When I can't get into the pits... Oh, God... and they touch me, I'll hit them in the face. Oh, yeah. I get so mad because it's my man who's making a race. It's my husband and I want to be on that place because there are more people on that place — if I'm the only one, OK, I agree, I'll go away. If it's really dangerous, OK, I agree. But, all the mechanics are standing there — then I can stand there, too. And I don't move — not at all, no way. Oh, I get so mad!

Do you have problems getting into the pits in Europe, the United States?

ANNEKE: One time I had a problem at a Grand Prix in England. All the mechanics were standing on the place and some other people and there came some policemen, you know, big men. We just planned to do something and he said to me, "Hey girl, move" and I said "WHAT?" He said, "Move." I said, "And what about the other people?" "I say to you, MOVE!" And, oh, God, and I say "Go away" and then he touched me, you know. Oh, no, I can't stand that! No other man touches me, Oh no! So I hit him in the face (laughter). Yes, I do, I get so mad. I don't let a man grab me on my arm or in my stomach, or no place! Oh, no. Then I got really mad, then I'm a bad person. And I really said, "You don't touch ME!" and that's all — I stayed there. (laughter) Yes. They

had to get a police car and some policemen to get me away, but I wouldn't go.

How about you, Laurie?

LAURIE: We always have problems getting into the pits because they never give out enough pit passes and something always happens. I had problems yesterday getting in — I had to sneak in two times. It was terrible. Didn't you have a pit pass?

LAURIE: No. I did not have one pit pass. I finally got one later. The only time I found any security problems was after the Grand Prix at Namur last year when Gerrit was injured. And nobody knew what was happening.

That's the Belgium Grand Prix?

LAURIE: Yeah. So they sent me up into the tents to find out, you know, how he was, if he had to go to the hospital. I was with the head man of Suzuki Motor Corporation. And we went in... and a Rent-A-Cop or whoever, came up to me and grabbed me by the arm and said to me, in French, to get out. I started to speak Dutch to him, you know, and he said, "If you wanna talk Flemish, you go back to the Flemish side and speak. But if you speak to me, you speak French here."

A N N E K E : Y e e a a h ? (incredulously)

LAURIE: And I said, "Hey this is Belgium, this is a country, it's not a divided country." And he said, "I'm sorry, I don't understand you." And I said, "I want to go into the tent and see the person who's sick." And he said, "Get OUT!" And he took Mr. .... and me by the arms and threw us out into the crowd. Mr. .... was just... he couldn't believe it.

ANNEKE: Did he speak English; LAURIE: Yeah, he didn't speak that much, but he...

ANNEKE: He threw you into the crowd???

LAURIE: He took us like this (gesturing) and pushed in the crowd.

ANNEKE: What did you do?

LAURIE: I turned around — oh, I was furious — and I waded my

**Laurie: You can never get lost in Russia because there's only one road you can take. And if you get off it, there's trucks waiting to send you back on the main road.**



**Laurie: Their masculinity would be threatened, their lives would be threatened. I know Roger would feel threatened by a woman who was racing if she raced better.**

way in and he came up again and he told me to get OUT. And finally I saw Roger and ran up to him and told him what happened. And Roger hunted that guy down — looked for him and was gonna kill him. And I don't remember what happened — I think Roger yelled at him and said something. And finally we got into the tent and there was Gerrit. That guy really brutally pushed us, you know. Other than that, I'm pretty much like you; if somebody comes and tells me to leave, you know... I just ignore him. Like yesterday — wasn't gonna go park my car clear up on the hill. I parked my car right over there and the guy came running, chasing me down the road, telling me that I

# LAURIE DeCOSTER



**Anneke: I think that's the most terrible thing about races — when your bike breaks down and you go and you can get first and then your bike won't.**

this (gesturing), you know. And, they are soooo poor — they ask me for a chewing gum. They saw me eating chewing gum and they said, they speak German, so I could speak with them. They ask me for chewing gum and I gave them — I gave them all I had. And then I had, it's not a sex magazine, it's just a big German magazine. You can buy it all over the world — you can even buy it here in the United States. And in front of the magazine is always a beautiful, beautiful woman — just a woman that has a bikini on and this is just normal for us.

LAURIE: It's like Life magazine. But in Europe, they many times have topless women on the covers — but they're normal magazines.

ANNEKE: ... And they wanted to pay me all the money they had for that magazine because it was forbidden there. And they are so poor that one time there was just a young guy from about, 13-14 years old. And he came in the tent and he asked Gerrit's mechanic, his uncle, for the hat he owned with Bel-Ray or some stuff on it. And he just said, "Can I have it?" And Gerrit's uncle said, "Oh, when you help me today, after the race, you'll get it." So, that guy, you can't believe it, he just walked around the whole day. Gerrit was coming in and he opened his boots and he cleaned everything for him and, after the race, he got that hat. I'm sure, he was more happy with that hat than I would be with a million of guilders. It's unbelievable how poor those people are.

Was it frightening when you went over?

ANNEKE: No. Not frightening. But when we passed the border when we got back — oh, you know, it was late at night and at that time, we always went home at night because we had not that much money to sleep all the time in hotels. So, I laid down on the back seat and I was sleeping. Deep sleeping — I'm a good sleeper. When I sleep, I sleep. (chuckles) So I lay down and Gerrit was

Continued on page 52

couldn't park there and I just ignored him.

ANNEKE: Yeah. (light chuckling)

ANNEKE: I never approve of these pit passes because Gerrit says, it's not easy to get it, you know, but he always gets one for me and I just go in there. I've never had problems but I just get mad when I'm not allowed to stay in a place where other people are allowed to stay.

The mechanics and the other people vital to the racing are able to go and come as they please, yet you are not.

ANNEKE: But it's dangerous... So this is a problem! But I've heard this problem with other women, too. I mean, not just yourself. They've mentioned that

it's very difficult — they can't get in. So then everybody's sneaking in and pretty soon all the passes are being exchanged across the fence. How are you accepted in the Iron Curtain countries? How do you feel inside the Iron Curtain countries?

ANNEKE: Terrible. I don't have a big experience. I was one time in Czechoslovakia and that was soooo bad. When you pass the border you just see all soldiers with guns and, you know, it just looks like war when you pass the border. And then, when we were in Czechoslovakia, and it was before the race began, you know, they have the song of the country. And even the little kids of two, three years old had to stand like

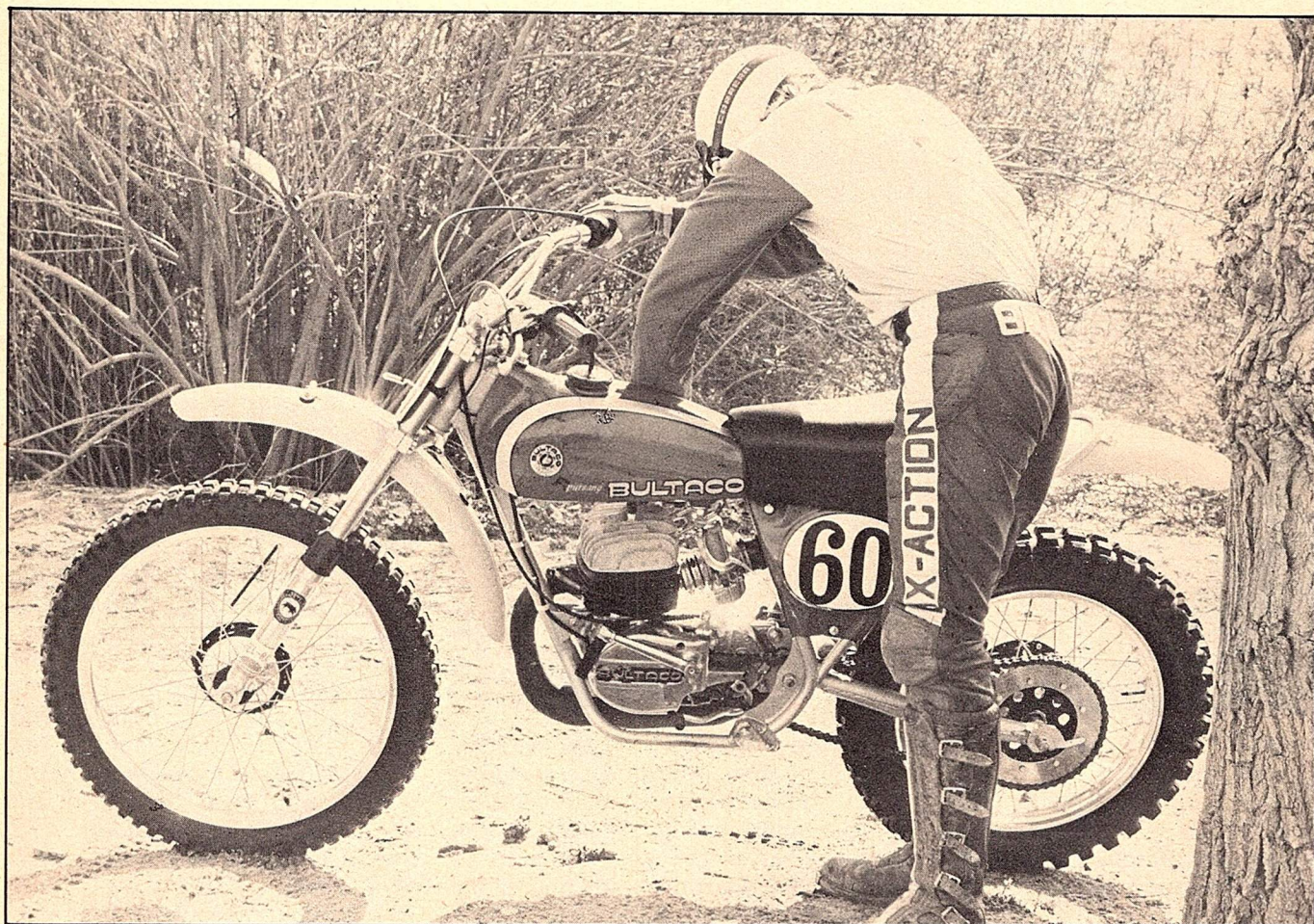
# ANNEKE WOLSINK



# RACE TEST

# BULTACO

# 125 PURSANG MK VIII



This girl I know has motocross reduced down to a very simple formula: Hold the gas wide open and hang on. Taken as pure logic, this formula seems to have all the answers to going fast, since holding the throttle wide open long enough will get the bike up to its maximum speed and hanging on will assure that you don't fall off. However, it is clear she has overlooked certain variables that would interfere with the execution of the "wide open, hang on" formula, namely track

conditions, rider skill and the speed and handling characteristics of the motorcycle. Track conditions (turns, hills, holes, fallen bikes, fallen riders, dogs, etc.) you have no control over, so negotiating a course successfully a given number of times per moto using the WO,HO formula without getting tangled up with a fallen bike or stray dog is purely a chance situation. Rider skill is a variable *you* control. You can only hang on as long as your body is able, and that is a function of

how much time and effort you put into training and practicing.

The third variable affecting the WO,HO formula is the bike itself. If the bike is one to bounce around, twist and flex over bumps, do tank-slappers on the downhills, swaps on the hoop-do-dos and in general lets it be known that it isn't happy being held wide open over rough ground, you're not going to be able to hang on for very long. You're not even going to *want* to hang on at all, because it's no fun

## BULTACO FREAKS HERALD THE LONG-AWAITED SECOND COMING.





*The handling was first-rate with the stock components. Accessory manufacturers are going to hate this bike. Except for Petty, that is.*

*On our hard adobe tracks Metzeler tires worked a whole lot better than the stock Pirellis.*

gassing it on a bike that keeps telling you it's going to spit you over the bars the next time you hit a heavy bump more than one degree off a dead center line.

So, if you happen to want to race the 125 class and you're interested in the lady's theory of holding open and hanging on, you must do three things to bring all the variables under control. First, get dialed into your local MX track so you know every bump, every hole, every spot where a stray dog might be lurking. Second, get your body honed to a razor's edge. Mold your arms into steel girders, your legs into mighty oaks, your mind into a laser beam of concentration. And finally, get a Bultaco 125 Pursang Mk VIII, because there is not another 125



*The little Pursang has to sit higher with eight-inch fork travel and the 6.5-inch rear.*

production motocrosser available in this country that will take you over rough ground with more ease, confidence and stability than the new 'Sang.

Case in point: the Indian Grand Prix, a 140-mile, ten-lap grind through the hills of the Soboba Indian Reservation in Southern California. Giant uphill, eyeball-popping downhill, miles and miles of monster hoop-de-doo, five water crossings, tight, twisty canyons, hair-curling razorbacks with oblivion for anyone who misses a turn, and a



tapped-in-fifth fireroad for those who think fast. Five hundred bikes churned the sandy course into 14 miles of no place to sit down. After four tanks of gas ran through the absolutely box-stock Pursang and I took the final 200-yard section of killer hoops in fifth gear, wide open and hanging on, I was thoroughly convinced the Mk VIII Pursang was the best handling 125 I'd ever ridden.

#### WEAK POINTS

Like any man-made machine, the Mk VIII has its sore spots which must be remedied in the initial preparation. The Joresa double-row primary chain has shown a high failure rate and should be replaced by a Morse or Diamond. The Joresa drive chain seized enough links during the GP to cause some wear on the sprocket teeth and a marked power loss.

During a practice session I stuck the throttle after a crash and had to pull off the spark plug wire to kill the engine, which caused the lower coil of the Motoplat ignition to burn out. This, of course, was my fault, but while rounding up a replacement and having it installed I learned that the Motoplats with black leads had a high failure rate, while the ones with the red leads never failed. I also learned that some of the new Pursangs would come with Femsa units which are quite reliable.

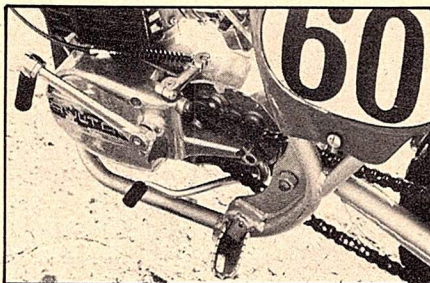
If you live in Southern California and race on our hard adobe tracks, see if you can get your dealer to install Metzeler in place of the stock Pirellis. For everywhere else in the country, the Pirellis work fine on tacky, loamy, muddy and sandy surfaces. We had Metzeler on our test bike.

We've had one report of the lightweight aluminum shift lever breaking. If you like to get everything right, have the shifter annealed at a heat treating shop.

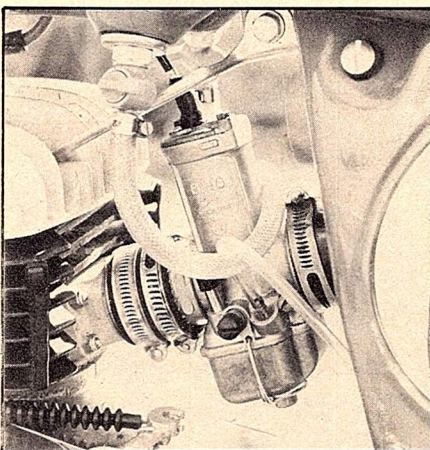
The rear brake on our test bike lost about half its stopping power after a run through the water and never regained it. Inspection showed a poor mating of the shoes and drum surface. We suggest the rear drum be checked for true and the brake shoes matched to the drum. The front brake was excellent. Bultaco didn't see fit to provide their 125 with an

adjustment for brake pedal height, so unless you have an adjustable foot, you'll have to make one up.

We've grown quite fond of 1/8 and 3/16-turn throttles lately and the 1/4-turn Bultaco throttle came as a bit of a bummer. You really have to wind up the twister to get the 32mm Bing open, and unless you grab a second helping, it leaves your wrist in a less than comfortable position. We also had



*Left alloy foot shift lever worked better on the 125 than it did on the 250. A safety wire wrap around the rubber will keep you from needing a replacement real quick.*



*A stock 32mm Bing feeds the long stroke 51.5 x 60.0 mill.*

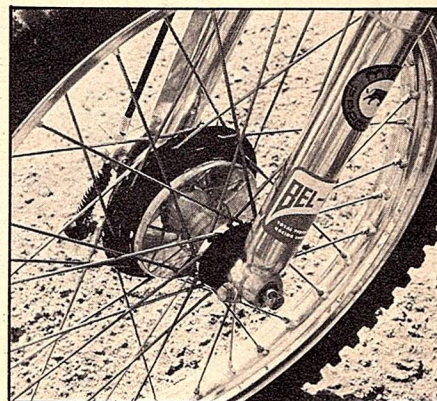
the throttle cable pull out of the carb slide, a fairly common affliction among Bings. The retaining clip can be installed wrong. The remedy is to install a small screw into the cable feed hole and lock the cable in place.

Fiberglass fenders come apart like Matzoh crackers the first time you crash it. Then again, our friend Preston says this doesn't bother him at all. Pomeroy runs PP's fenders on his GP bike.

#### STRONG POINTS

Everything about the Bultaco that makes it a good motocross

bike is a strong point. The frame and suspension is the same as the 250 and 360, so what you end up with is a totally over-engineered chassis that will take anything the little 125 engine can dish out. Complete rigidity is the key factor in the Bultaco's handling. The rugged swingarm doesn't bend or twist. The steering head with lateral bracing on each side does not flex. Forged Dural fork



*Shoulderless Akronts, small, strong front hub with excellent brakes keep the front end light.*

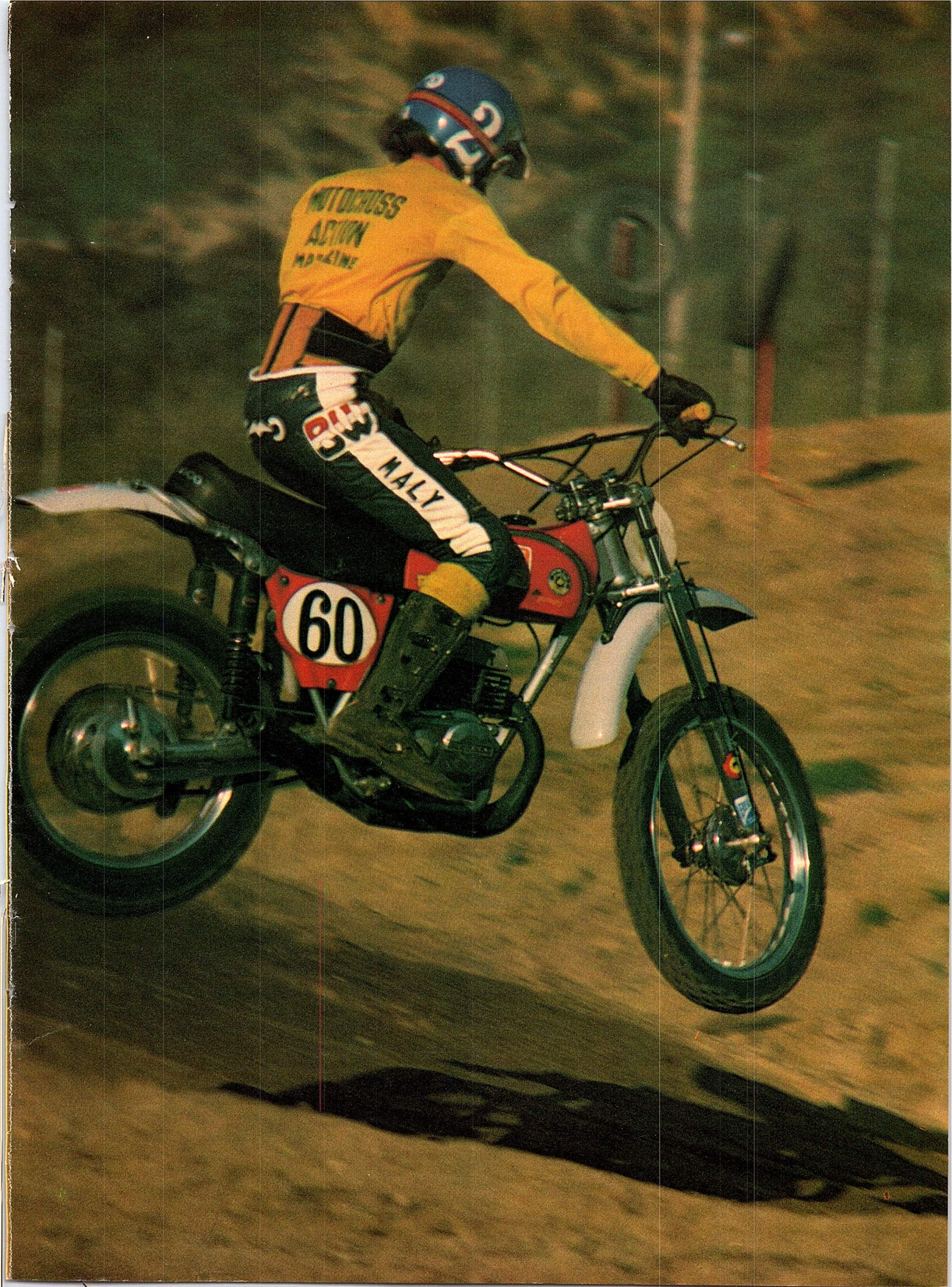
clamps with two pinch bolts per clamp give the fork tubes little chance to twist. Massive bushing surfaces in the fork sliders keep the legs parallel, while full-width bosses and pinch bolts on both sides hold the front axle firmly in place. The tight-fitting rear axle runs through inch-wide cradles on both sides of the swingarm. Couple this absolutely solid structural system with eight-inch-travel Betor forks and a six-and-a-half-inch rear cantilever and you've got one fine riding motorcycle.

Speaking of that rear end, the stock Telesco shocks really can't take the 130-pound springs. They fade pretty quick, but at least the travel doesn't go anywhere. Good shocks will put you into nirvana, but stick with the heavy springs, as they are a necessary part of the Bultaco's personality. And in that 140-mile race not one thing, not even a spoke, got loose.

#### RIDING THE PURSANG

There are two types of people in the motocross universe: Bultaco freaks and non-Bultaco freaks. A Bultaco freak will get on the new Pursang, go 20 laps and come in with a big grin, babbling deliriously, "It's so bitchin!" A







non-Bultaco freak will go two laps on the 'Sang and come in with a confused look mumbling, "It's kinda weird." The reason the freak is so happy with the bike is because he is privy to the personality of a Bultaco and he knows where to tickle it to make it giggle. The non-freak, on the other hand, tries to rub it in the wrong places and gets no response. The trick is to ride it easy for a while and get the feel of it. Experiment. After a while you'll learn that by leaning this way, pressing a knee in a little bit here, centering your body a little farther over there, you can start making the bike respond. Keep at it and get to rubbing all the right places at the same time and you'll make that machine have a bike-gasm. If you're digging it too, then you've become a Bultaco freak and you'll live happily ever after with your 'Sang.

It's a stand-up bike. There's a point where you have to keep your body and the bike does everything right. Watch Jim Pomeroy. He does it perfect. Marty Tripes, whether he knows it or not, would make a great Bultaco freak. Billy Grossi probably wouldn't care for it at all. Whatever.

A frequent complaint from the test riders was that they felt the bike was slow. But the complaint didn't bear out in competition. A Honda, for instance, is a much *quicker* bike. It's an over-square bore, quick-revving engine pulling a 180-pound bike through a six-speed gearbox. The Bultaco, on the other hand, is a long-stroke, high-inertia engine pushing a 200-pound bike through a five-speed with the same overall gearing. The Bultaco *feels* slower but in competition the Honda only can get about half a bike jump out of the turns, then the Bultaco just wheelies away. In other words, while the Honda is shifting, the Bultaco is rolling.

This is the product of a broad powerband, the result of an under-square bore/stroke configuration. It pulls traction like a mini-Maico. And since the power doesn't come on so fast, it's easier to ride, smoother. As soon as you take the Pursang out, it tells you immediately that everything is all right.

Bultacos have long held the reputation for being "forgiving." This is not the case at all. Actually, the Bultaco will get you up to your Jofa in trouble. It instills so much confidence in you that you begin to feel like you can do anything. You start by not shutting off for some turns, then by banzai-ing wide open across bizarre, impossible lines. and finally by



*Plug lead is too long. Shorten it about five inches.*

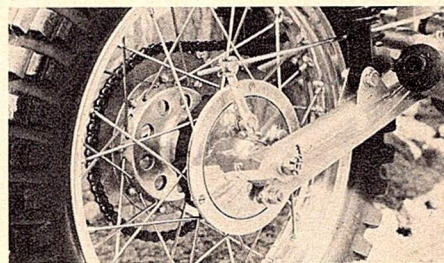


*The little Pursang engine nestles in the same frame that houses its big brothers, the 250 and 360.*

clicking it into fifth and hunkering down for the killer hoops. Then, without warning, a left-hand turn slips by you on the right and you're off the track. A drainage ditch, two snow fences and a fallen tree later, you're sitting on your stopped Bultaco still intact, still upright, but breathing quite heavily. Pilot error got you off the track, the Bultaco saved you from harm. As it turns out, it was the Devil that made you do it in the first place.

#### PUTTING IT ALL TOGETHER

If at times it sounded like we were nit-picking and getting down on this otherwise fine bike, it's because we're a lot tougher on the good bikes. We ride them harder, race them more, get deeper into them and spend more time with them. We can't call a bike really good without finding out for sure if it really is good. To do that we race the hell out of it. Going



*Cam-type adjusters keep the rear wheel tracking straight. Rear brakes had poor mating surface to the hub and went away when wet.*

flat-out across the giant hoops tells a bunch about the worth of a bike. We found the Bultaco was worth plenty. You can only pass another rider in a tight turn if the bike goes where you point it. The 125 Pursang always went where it was pointed and passed many bikes. It all boils down to that very simple formula. You want to win a motocross? Get on a Bultaco, hold it wide open and hang on.

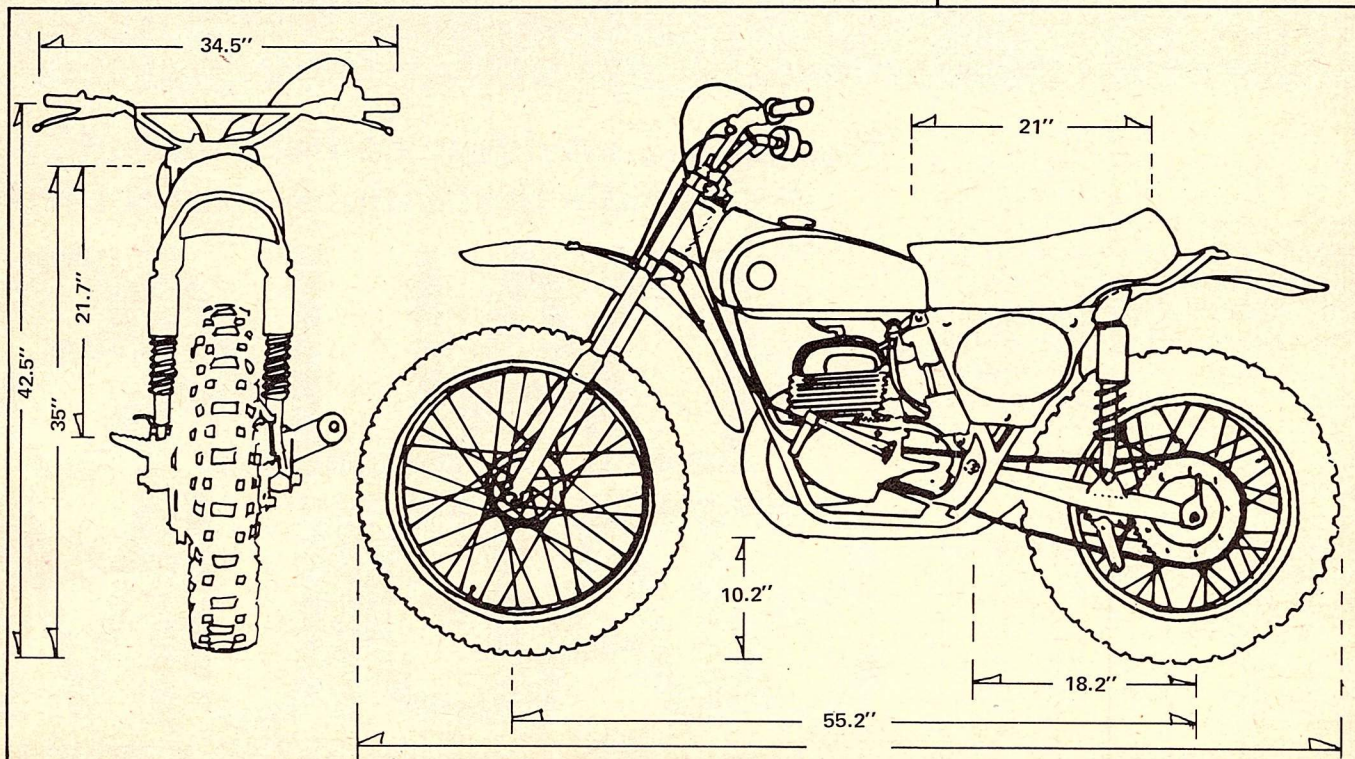




## SPECIFICATIONS

MAKE: Bultaco 125 MKVIII

Model ..... Pursang  
 Engine Type ..... Single cylinder,  
 ..... 2-cycle piston port  
 Displacement ..... 125cc  
 Bore & Stroke ..... 51.5 x 60mm  
 Compression Ratio ..... 14:1  
 Carburetion ..... Bing 32  
 Ignition ..... Motoplat CDI  
 Lubrication Method ..... Oil in gas  
 Starting System ..... Kickstart  
 Air Filter ..... Twin Air foam  
 Recommended Fuel ..... Premium  
 Clutch ..... Wet, multi-disc  
 Primary Ratio ... Joresa chain 2.925  
 Transmission ..... 5-speed  
 Ratio ... 2.42, 1.78, 1.58, 1.20, 1.0  
 Sprockets ..... 11-50  
 Ratio ..... 4.55  
 Color ..... Red and silver  
 Frame ..... Single downtube,  
 ..... double cradle, steel  
 Forks .. Betor, 8-inch claimed travel  
 Rear Suspension ..... Telesco,  
 ..... 6.5-inch claimed travel  
 Front Tire ..... Metzeler  
 ..... 3.00 x 21, Six Days  
 Rear Tire ..... Metzeler  
 ..... 4.00 x 18, Six Days  
 Curb Wgt. Claimed 202; weighed 202  
 Weight Bias ..... 44.5 F — 55.5 R  
 Steering Head Angle .....  
 ..... 27 degrees claimed  
 Fork Trail ..... N/A  
 Fuel ..... 6.8 liters, 1.8 gal.  
 Gearbox Oil ..... 450cc  
 Forks ..... 175cc





**SUPER SERIES**



Texas Stadium is almost a year old, but it has been a gleam in the eye of wealthy Dallas football fans for a decade. It's located in Irving, Texas, a personality-less, heavily industrialized suburb of Dallas, at the confluence of two freeways. The Dallas Cowboys play all their home games at Texas Stadium, which is good for little else; the field is football-sized and has none of the flexibility of the Astrodome, which has moving seats to change the shape of the field and giant rollers to pick up the Astroturf in case of attack by knobby tires.

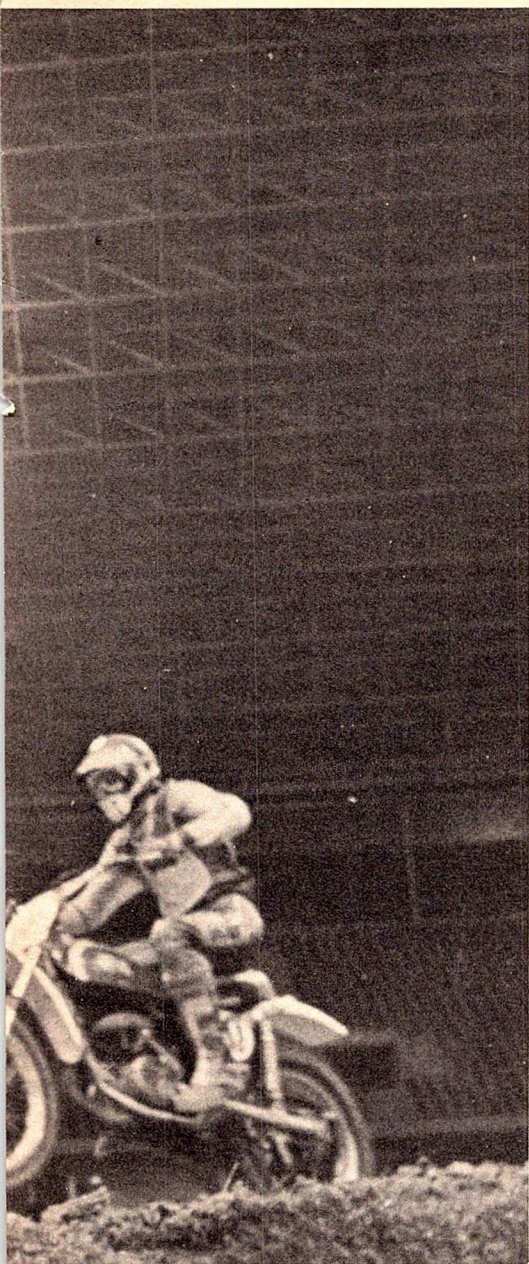
The backers of Texas Stadium wanted an enclosed, domed stadium like Houston's Astrodome, but the economics of the project wouldn't allow it. So

**The back-East riders came to boogie at the world's first indoor-outdoor MX**

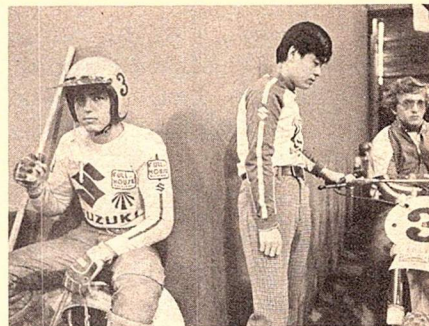
# DALLAS STADIUM

**Story and Photos by Pete Szilagyi**





*Gunther, Maico's team manager, holds the stopwatch for Sonny DeFeo.*



*DiStefano gets psyched up while his attendants worry.*

the architects punted. Texas Stadium is a semi-domed stadium. It has a roof covering the seats, but the playing field is open to the elements. Originally, the plans called for the hole in the roof to be situated in such a manner that the field and seats would always be in the shade. Someone blew it, however, and the sun glares through the hole into the stadium, roasting spectators, blinding pass receivers and driving TV cameramen crazy.

Since the stadium is still new and shiny, its managers were somewhat apprehensive about covering the artificial turf with a foot and a half of dirt and letting motocross bikes loose on it. Gary Bailey, who designed and built the track, spent a good part of the races in the press box scanning the field for holes that might appear in the dirt and expose the artificial turf to spinning 4.50 Trelleborgs. The stadium managers were also worried about the bright blue

retaining wall around the field. They didn't want it scratched or bloodied up. Unfortunately, as the racing progressed, the berms inched their way toward the wall. Soon, in one or two places, the wall *was* the berm.

The two nights of motocross at Texas Stadium were the first event in a three-part Yamaha Super Series of Motocross; the tour moved on to Daytona for part two and back to Texas, in the Astrodome, for the finale. There were two motos for each class (250 and 500) on each night, but both nights were scored as one event. So it was a four-moto event stretched over two nights. In addition, the Yamaha-promoted Texas High School Motocross Championship motos were interspersed with the pros. If you're in high school or can remember back when you were, you know just how excited the high school riders were about racing in Texas Stadium. Each



*The 250s: from the inside — Baron, DeFeo, Ellis and Howerton.*



*A half-lap later: Howerton, Baron, Ron Pomeroy and Ellis.*



high school class had just one moto. It was do or die. No one wanted to be the first rider to shut down for the first turn. There were lots of crashes and mercifully few injuries.

There's not enough room on these pages to give a recap of the high school racing, so we'll just have to tell you that it was great to watch and great to ride. More significantly, it was the first time a major motocross manufacturer pumped a whole wad of money back into the sport at a local level. Three cheers for the good old yellow and black.

Before we get into the pro racing, let us mention a major shortcoming of Texas Stadium. If you've never been there before, it's impossible to figure out how to get into the parking lot. Once you get off the freeway, count on a half-hour's sit in traffic. Thus, as Jimmy Ellis was walking off with the first 250 pro moto on his Can-Am, a third of the 23,799 spectators were still stuck in traffic.

The first event of Yamaha Super Series, the 250 pro moto, has just been checkered-flagged off the track. Jimmy Ellis is being congratulated by his tuner-coach-advisor-father. Rich Eierstedt and Marty Smith, from whose grasp Ellis snatched the moto, idle their Honda RCs back up the tunnel to the pits. John DeSoto, who was beginning his comeback on an Ossa Phantom, is being carried off the field on a stretcher. He's obviously in pain, his face is covered with beads of sweat and his right shoulder is twisted in an unnatural position. John had been riding hard and fast, with flashes of the old Flyin' Hawaiian lighting up everyone's memory. Kind of gave you a lump in your throat watching John lying there while the ambulance attendants argued over who was



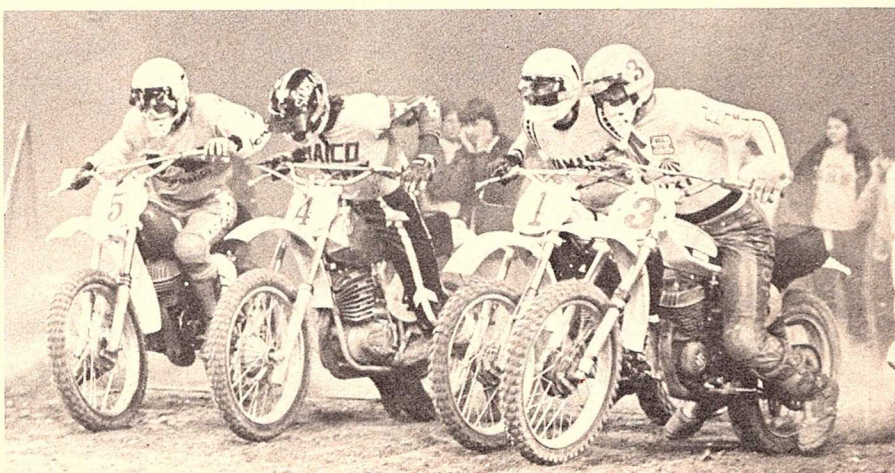
Stackable and Weinert wondering what they're going to do with that DiStefano guy.



"Oh hell," blushes Ellis, "I ain't that good!"

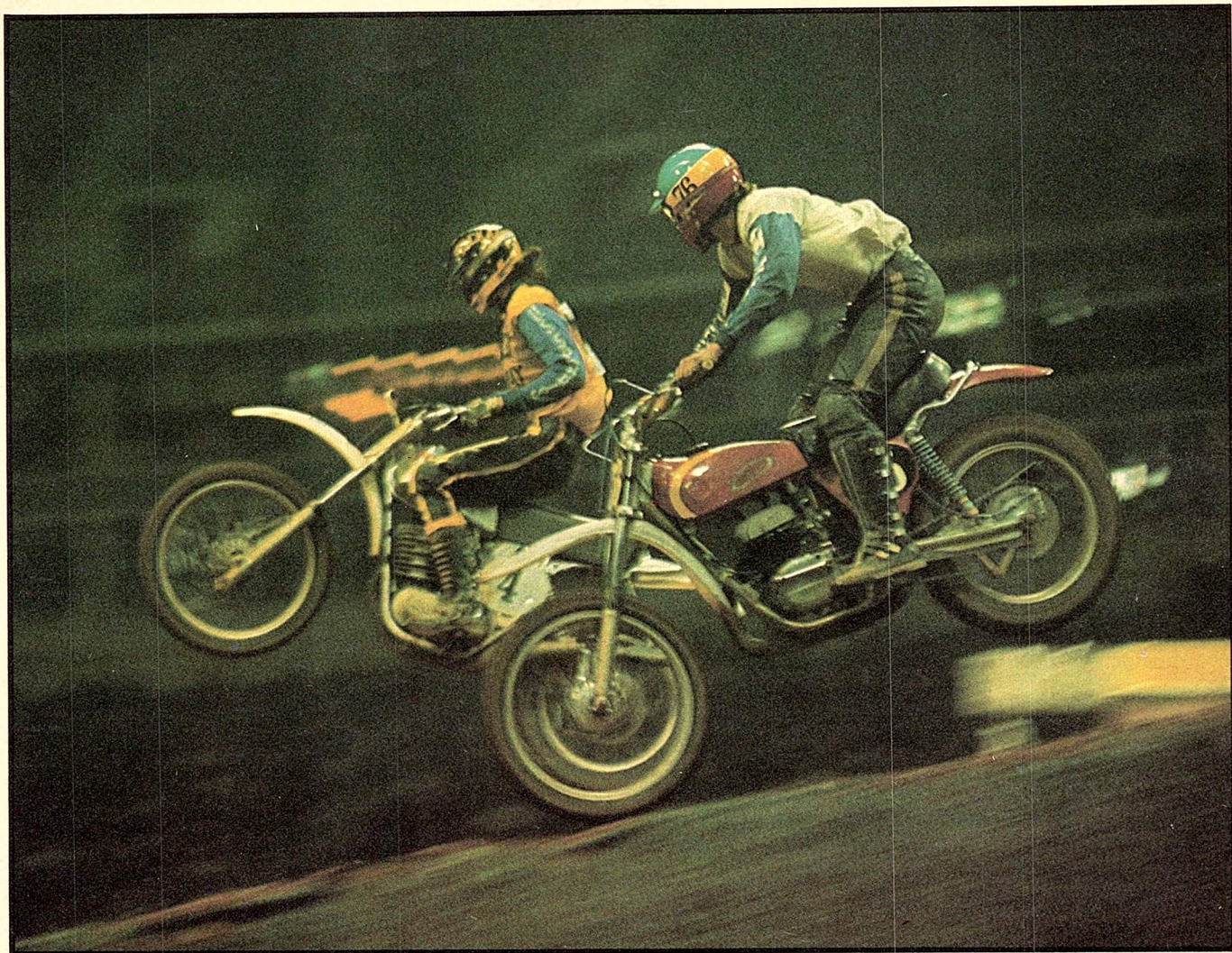


Bruce Baron demonstrates that he's rubber-legged and double-jointed.



The cream of the 500 class: Semics, Stack, Weinert and Stef.





going to carry which corner of the stretcher. The next night John was a spectator. "Hey," he said, "I'll be back, I'll be back." He gives his wrist a turn like he's gassing it.

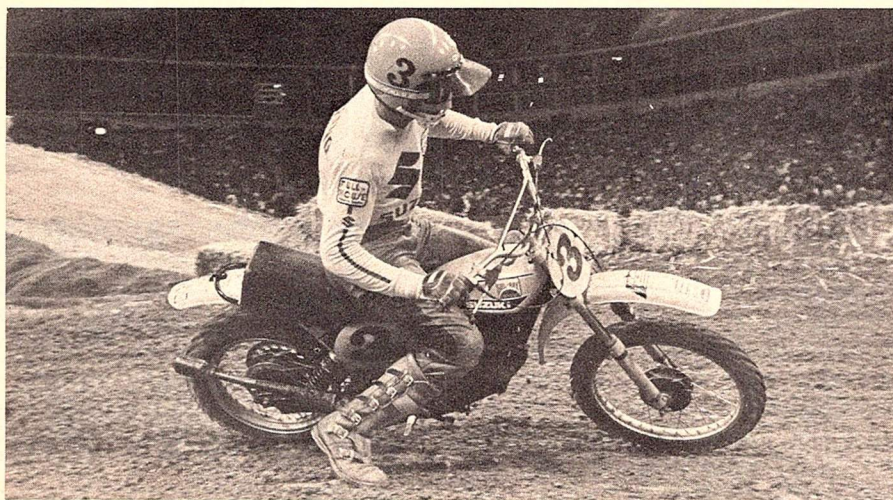
Jimmy Weinert was getting ready for his first big-time race as a member of the Yamaha team, or as a member of the Yamaha team the second time around. Last time, Don Jones was the Yamaha

team manager. Weinert didn't always see eye-to-eye with Don. Last time, Weinert was the footloose and fancy-free son of a New York junkyard owner. Now Weinert is Number One, married, an expectant father, a resident of Mission Viejo in Orange County, California. Don Jones is managing the Can-Am team.

Weinert says, "Did you see that

Ellis . . . fast! How fast would he be if he was on a bike that handled?" Jimmy! Gotta watch your tongue if you're Number One.

"Why don't you magazine guys talk about these back-East guys (Ellis is from Connecticut) . . . they're great!" Jimmy, an expatriate from back East, didn't know at the time just how true his



*An easy holeshot for Tony. He's all alone out there.*



*The Flyin' Hawaiian was relegated to the role of a spectator.*



words were. Back-East riders, if you stretch the expression to include Texas, plumb ran away with the Texas Stadium motocross, especially Jimmy's 500 class.

Away went the first 500 moto, crowded through the narrow first turn without mishap, and into the lead shot local boy Wyman Priddy. Wyman soon lost his edge and left the remaining 18 minutes to our friend Mr. Weinert and Maico's Number One Steve Stackable. Stackable started with a good lead over Jim; he rode consistently, smoothly, quickly. But so did Weinert, who picked up about a yard per lap. Stack hit one of the front straightaway jumps wrong and threw his bike sideways and out of control for 20 feet or so. There went the rhythm. A few laps later Stack laid his 450 down in a corner; Weinert boogied on to the win.

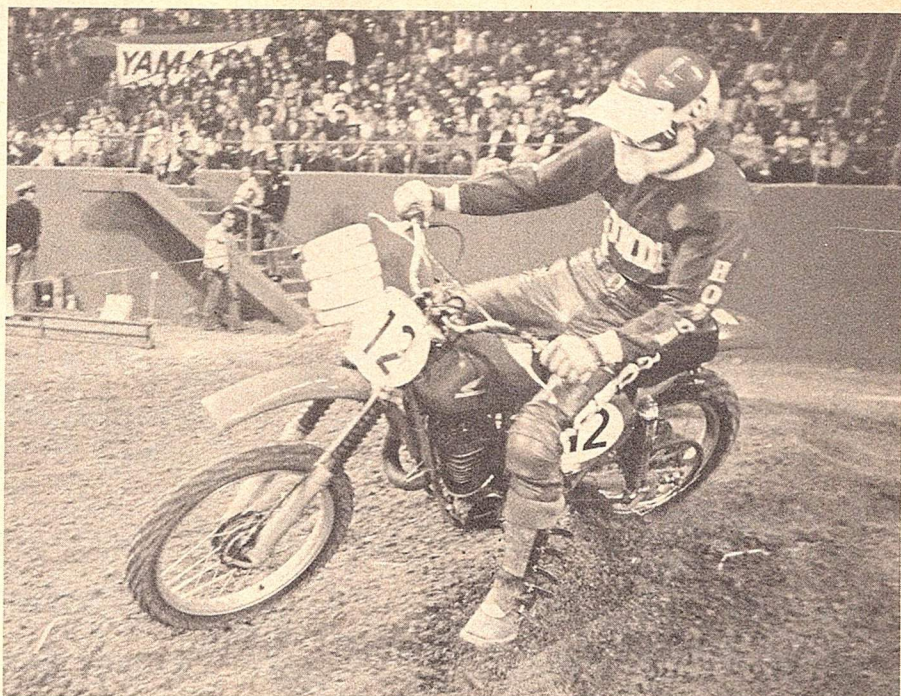
Flash to the second 250 pro moto: Sonny DeFeo grabs a quick, decisive lead. After several laps he crashes. As Sonny described it afterwards: "I fell down, got back up, started my bike and looked to see how many guys were gonna pass me. But nobody did; I was still leading. Holy shit, I thought!"

A short time later, Ellis and Kent Howerton flashed by.

Meanwhile, Gary Bailey was sailing his Bultaco off the giant over-under jump that he built. He landed and his right handlebar snapped off and the bike started doing tank-slappers. Gary jerked on the cable to open up the throttle and get the Bul back in shape, then slammed on his brake and skidded to a halt at the top of a giant berm that would have launched him into the stands. Holy shit, thought the people in the stands who almost had Gary Bailey in their laps.

Ellis and Howerton were still having at it. Ellis, who is supposed to be a crasher, rode without crashing. Howerton, who never crashes, crashed. Score another for Ellis and back East.

The evening's final race was a thriller. Stackable rode to a long lead, then fell back to give his Maico a rest. Gary Semics, in second place on his Kawasaki, edged up to within a few feet of Stackable and spent the last five



*Marty Smith: WFO as smooth as a peeled onion.*

minutes of the moto trying to pass. The spectators spent the last five minutes of the moto screaming their lungs out for the Texas boy. He won; Semics (Ohio) was a very deserved second place. Weinert pulled a spectacular endo and rode the race with his handlebars bent down like a drag racer. Still, he passed riders left and right, looking like Yvon DuHamel crouched behind the triple clamps.

Saturday night: 25,089 spectators filed into Texas Stadium. Many were about to watch their very first motocross. Little did they know the night's racing would be the most exciting since Marty Tripes won the Superbowl three years ago.

The first 250 moto quickly settled down to a race between the weekend's big three: Marty Smith, Kent Howerton and Jimmy Ellis. Each held the lead at least once. Howerton finally retired his Husky with a burned-out rod bearing and Smith fell coming out of the tunnel to give Ellis the win.

When new Suzuki teamster Tony DiStefano led Steve Stackable by a scant few feet for almost the entire first 500 moto, it was high drama. The mood and excitement at Texas Stadium was indescribable. Stackable is a Texan and the crowd favorite. Finally, the pair freight-trained past the white flag with one lap to go. Stackable is a smart rider and



*Semics and Stackable; 20 minutes later they were still this close.*



*Ellis came to boogie.*



*Tripes blocks a lot of track when he falls.*

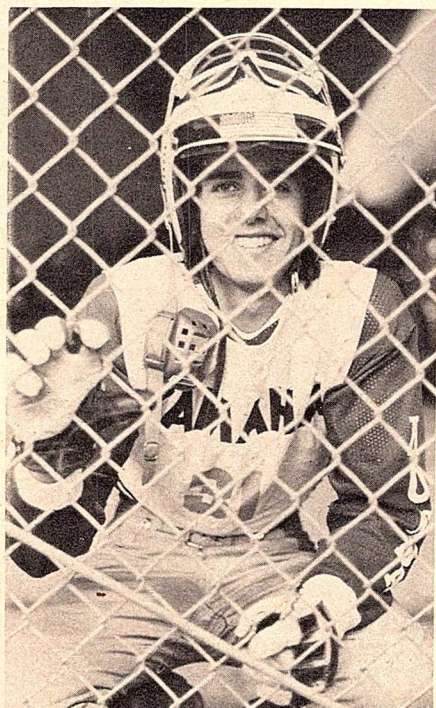




Gary Bailey (38) watches Nils Arne Nilsson hotshoe through his berms.



DiStefano and Stackable explain the big collision.



The high school racers hung around the pits like a bunch of horny chimpanzees.


under any other circumstances probably would have settled for second place, but with 20,000 people screaming at him, he made a suicidal attempt to pass Stef. No good. Try again. Nope. Halfway through the lap, in a slow chicane, Stack bullies his way past DiStefano. Stef goes down. Stack wins.

It looked like Stack pulled one big dirty trick, winning Czechoslovakian-style. Some of the people who had been cheering him for 20 minutes began to boo. Stack had a sick look on his face when he got off his bike in the pits, then disappeared to avoid the inevitable accusations. A few minutes later, both Stef and Stack appeared on the field to explain to the crowd what had happened. "My transmission broke just when Steve tried to pass, that's why I crashed," explained Stef. No rough stuff, just the workings of fate. "Phew!", sighed the spectators. Their boy had been vindicated. But watch out for Stef next moto.

Final 250 moto and Kent Howerton, who is running second, goes over the big jump and comes within a millimeter of landing on top of Jimmy Ellis. Yikes, thought Howerton. Shortly thereafter, he suddenly found himself crashed in a corner with Marty Tripes' Bultaco sitting on top of him. Garoomph!, said Howerton, and threw the Bul halfway across the

track. But it was too late; Smith and Ellis were long gone, and this time Smith would have none of this second-place stuff. He won decisively, but Ellis took the overall in his most impressive and consistent performance ever.

Came the finale, which sent the spectators out into the misery of Dallas traffic with something to talk about. Stef and Stack all over again, but about halfway through, Stack — who realizes he's got the overall if he just finishes third — decides not to take a chance no matter how noisy and insistent the crowd. Enter Jim Weinert, who pulls in behind DiStefano and starts looking for a place to pass. This time DiStefano has the spectators' sympathy, except for a few thousand hard-core Weinert fans (Jimmy's popular in Texas). Weinert and Stef are dicing; their supporters in the stands are yelling at each other. Second to last lap, Weinert attempts to tuck inside Stef in a tight corner, but goes down. A lap later he's caught up again and finishes the moto less than a length behind Tony. Gasp!

Texas Stadium was built for the Dallas Cowboys, but now it belongs to Ellis, Stackable, Weinert and DiStefano. Holy Depletion Allowance!, thought all the folks who had seen their first motocross. Maybe the Astroturf and blue walls are worth sacrificing. You betchum. 

#### RESULTS

##### YAMAHA SUPER SERIES DALLAS, TEXAS

#### 250cc CLASS

1. Jimmy Ellis [1, 1, 1, 2] ..... Can-Am
2. Marty Smith [3, 3, 2, 1] ..... Honda
3. Bill Grossi [6, 4, 3, 4] ..... Suzuki
4. Gaylon Mosler [11, 13, 4, 8] ..... Maico
5. Marty Tripes [8, 9, 10, 15] ..... Bultaco
6. Gary Wise [4, 6, 8, 24] ..... Kawasaki
7. Jan-Eric Sallqvist [16, 8, 6, 13] ..... Husqvarna
8. Kent Howerton [10, 2, 30, 3] ..... Husqvarna
9. Tommy Croft [5, 10, 25, 5] ..... Honda
10. Tim Hart [18, 11, 7, 10] ..... Yamaha

#### 500cc CLASS

1. Steve Stackable [3, 1, 1, 3] ..... Maico
2. Jim Weinert [1, 5, 2, 2] ..... Yamaha
3. Tony DiStefano [2, 3, 8, 1] ..... Suzuki
4. Gary Semics [4, 2, 3, 8] ..... Kawasaki
5. Rich Thorwaldson [7, 4, 5, 4] ..... Maico
6. Jody Faust [12, 9, 7, 6] ..... Bultaco
7. Jim West [5, 12, 13, 5] ..... Husqvarna
8. Peter Lampu [9, 10, 9, 7] ..... CZ
9. Gary Chaplin [6, 6, 11, 18] ..... CZ
10. Wyman Priddy [8, 7, 6, 23] ..... Kawasaki

#### OVERALL RESULTS

#### 250cc

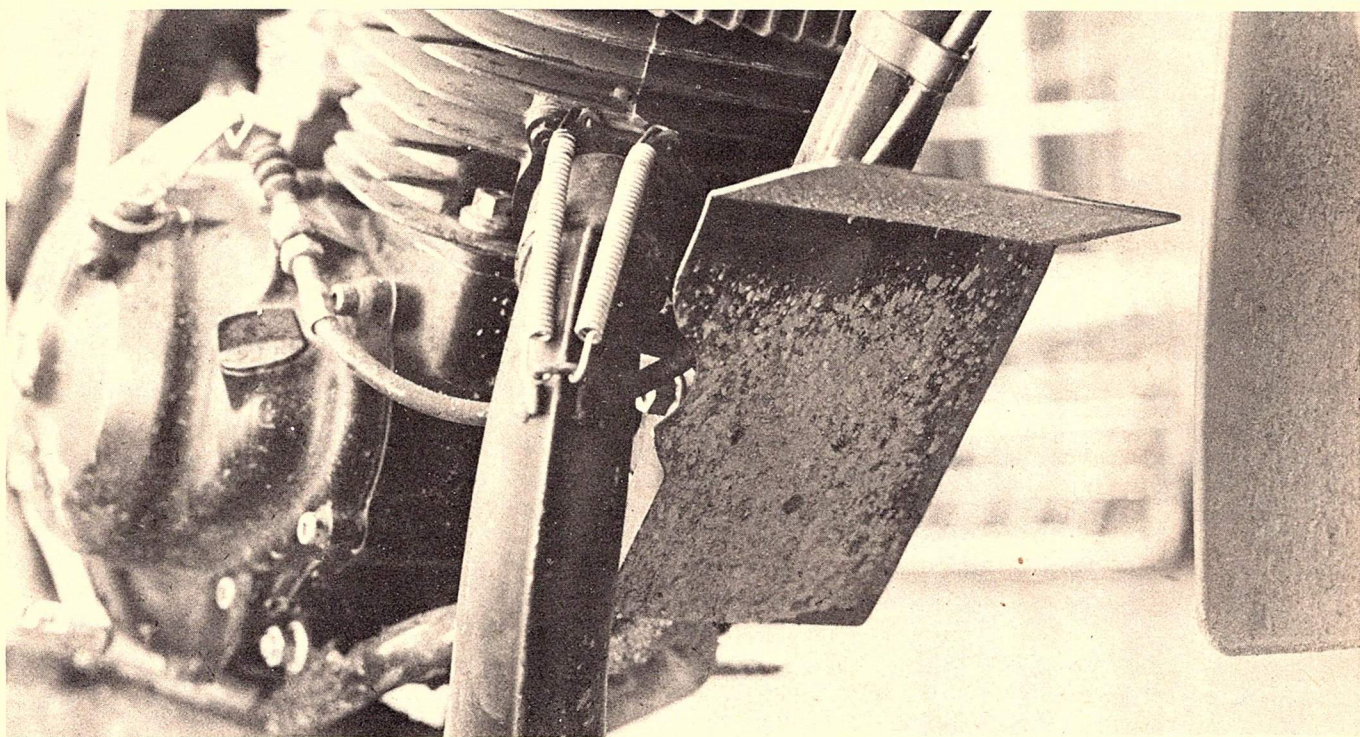
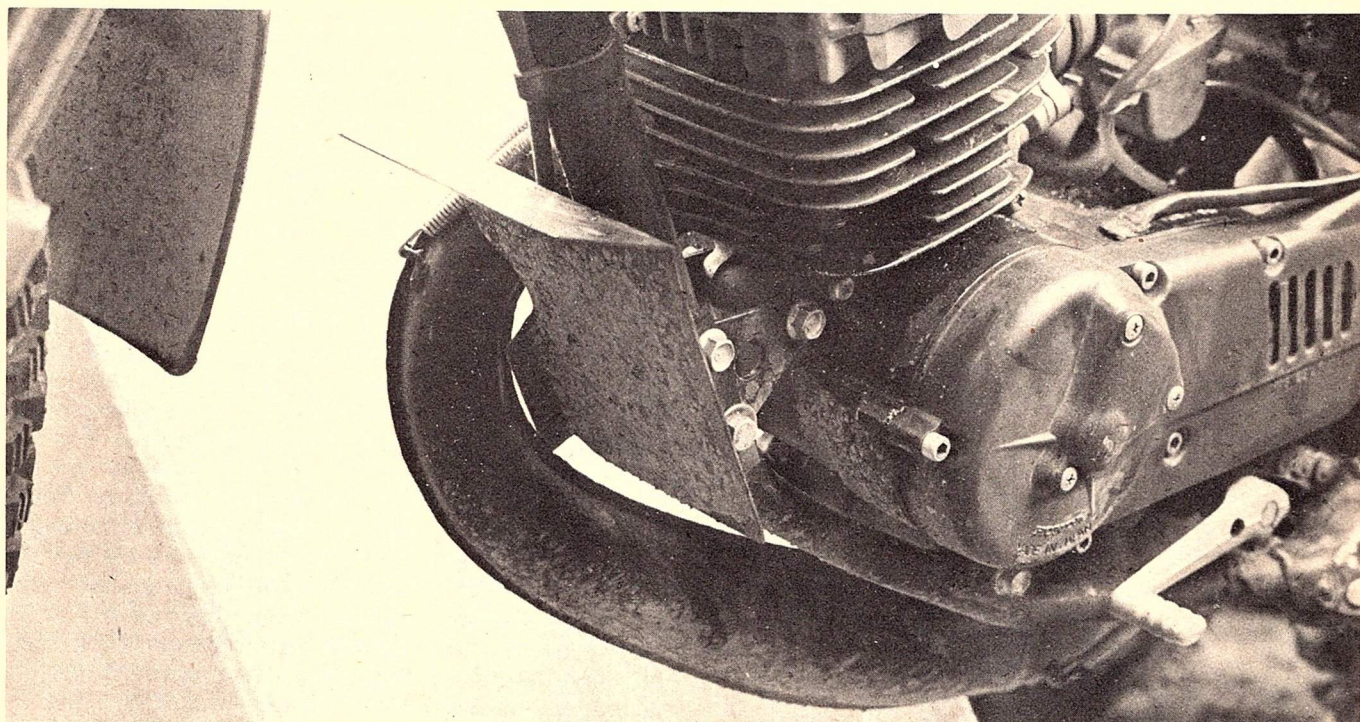
1. Jimmy Ellis [Connecticut] ..... Can-Am
2. Marty Smith [California] ..... Honda
3. Bill Grossi [California] ..... Suzuki

#### 500cc

1. Steve Stackable [Texas] ..... Maico
2. Jim Weinert [New York] ..... Yamaha
3. Tony DiStefano [Pennsylvania] ..... Suzuki



# PRODUCT EVALUATIONS



## ELSINORE HEAD GUARDER

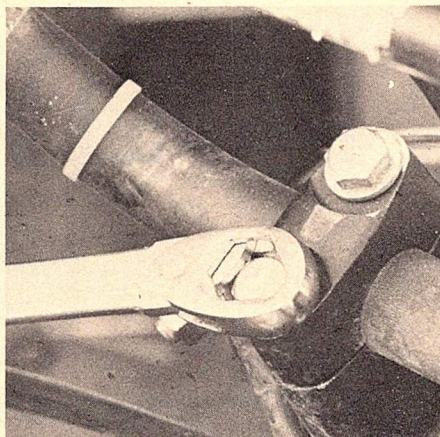
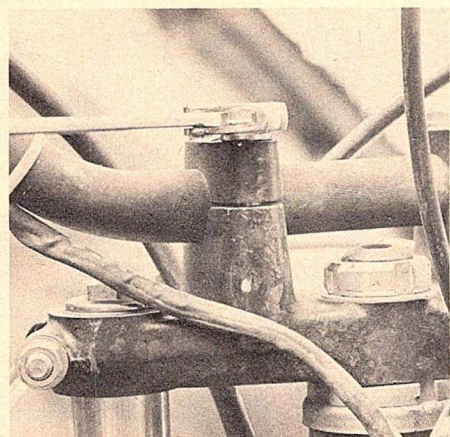
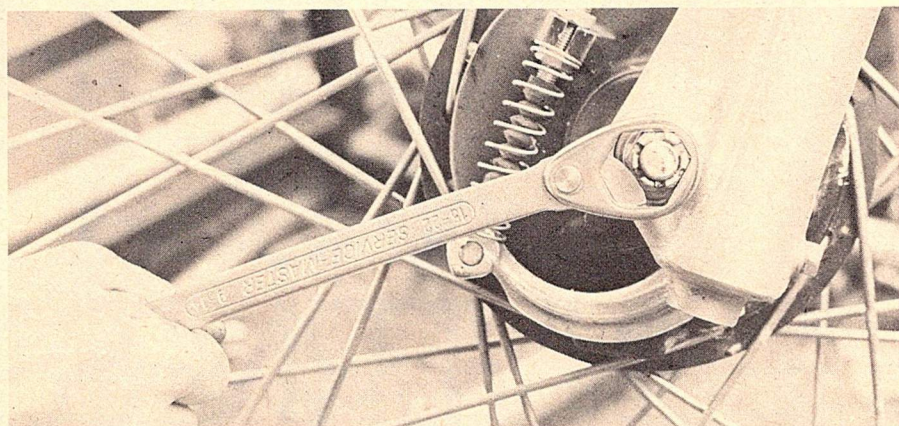
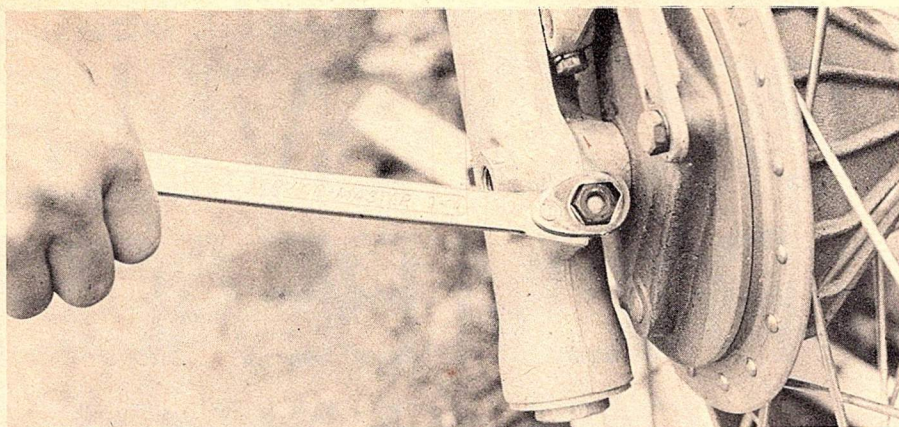
As Judy Noell sez, everyone needs a head guarder, especially if you're serious and own an Elsinore. She owns Motorcycle Xtras and figured we needed some head guarding, so she sent one for us to try. Naturally we couldn't refuse a lady's request, so we stopped the first Elsinore rider we could find and loosened up his

two front motor mount bolts to slip the "Head Guarder" in place. It fit! We instructed the rider to find a bunch of mud and other nasty things in order to give it a fair test. It works! We then weighed the bike and found out that six ounces were added to the overall figure with the addition of the tricky little guard.

Naturally our next

consideration was cost, after we determined that we could live with the weight increase. Retail is \$3.95 plus 26 cents sales tax. We got ours for nothing, but you can purchase yours from Judy at 11815 Dublin Blvd., Dublin, California 94566. Keeping all that mud from getting to your cylinder might save you a \$40 piston and no telling what else.





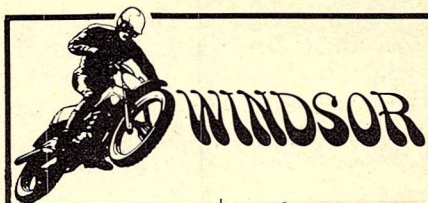
### SERVICEMASTER WRENCH

No matter how well equipped a toolbox you have, it seems you can never find the right size wrench when you need it. This is really true when you're in a hurry. Your moto is ready to start and you've just discovered on the way to the line that your axle nut is loose. You jam back to your pit, tear open the toolbox and make a grab for the right size wrench. Nine times out of ten you'll end up using a Japanese metric (crescent) rather than taking the time looking for the right tool.

We've found a neat little substitute for that crescent and it's called the Servicemaster Wrench. When we did a new product release on it a month ago

we asked to try one out to see if it worked. They advertise that it can replace about 75 types and sizes of wrenches and pliers. They might be right. The only thing we had trouble using it on were bolts with shallow heads or heads of bolts, especially small ones, that had a flange on them.

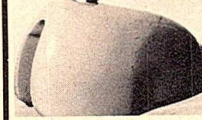
The distributor for the tool is Thor International, but the tool itself comes from Germany. It retails for \$12.95 plus shipping and their address is Los Angeles International Airport, P.O. Box 91254, Los Angeles, California 90009, U.S.A. If you get one, you'd better mark it. Everyone keeps borrowing mine and hoping I'll forget who I lent it to.



125 Elsinore  
Rep. 1.4 gal.



'75 YZ Monoshock  
& '74 YZ Rep.  
1.8 gal.



No. 350 '75  
Monoshock &  
Desert/Enduro  
3.3 gal.



'75 250 Elsinore  
Rep. 1.8 gal.

NEW! The "Mini"  
Tank (XR75 Rep.)  
Available now.

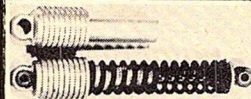
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more spring tension (each) .....	\$1.50

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Last year the Florida-based National Motorcycle League held their first Florida Winternational Motocross Series on the same dates as the Florida Winter-AMA Series. The NML's goal was to offer the professional rider a better race program and the opportunity to gain more national exposure than he probably would get racing under the shadow of the factory teams competing in the Winter-AMA Series. As it turned out, though, most riders chose to follow the well-established Winter-AMA Series, which offered bigger purses, better tracks, and of course more publicity. Promoters in both Series suffered, though, because Florida is a low-population state and race fans were divided between the two Series on the same weekends.

This year the NML wisely chose to run their seven-race Winternational Motocross Series in December and January, between the dates of the final Trans-AMA and the beginning of the Winter-AMA Series. It allowed the professional riders — who wanted it — a full year of racing and the opportunity to stay in condition, rather than sitting out the winter at home. While the nation's economy still played havoc with spectator attendance, from rider participation it was a successful Series, with anywhere from 200 to 400 entries at each weekend's Saturday Amateur and Sunday Professional races.

While the NML still needs to upgrade its Series in the areas of better rider insurance, improved tracks in some instances and the following of the same race program and rules throughout the Series, they did try hard to help the riders. Up for grabs was a \$25,000 Series purse for the three Professional classes, and a new Bultaco motocrosser for each of the Series class winners. Additional contingency prizes were provided by Bel-Ray Oil, Carabela, Competition Plus, Hodaka, Maico, Performance Products and Rokon.

None of the big-name factory riders put in a showing for the Series because they could more than afford to stay home and take it easy during the off-season, but most of the top motocrossers in

# NML WINTERNATIONAL SERIES BROOKSVILLE, PALM BEACH, PENSACOLA, WAUSAU, INVERNESS, HOLLYWOOD, HILLIARD

By Jim Gianatsis

## Off-season fun in the Florida sun







*Midway through the Series Don Kudalski took over the sponsored Rokon ride of Bobby Harris. He was the man to beat when he was running but minor problems kept him from any overall wins.*

the East made the trip to Florida to race in the NML Series, then hang around for the Winter-AMA Series which followed. The best tracks in the Series proved to be Hilliard International Raceway near Jacksonville and Indian Mount near Pensacola.

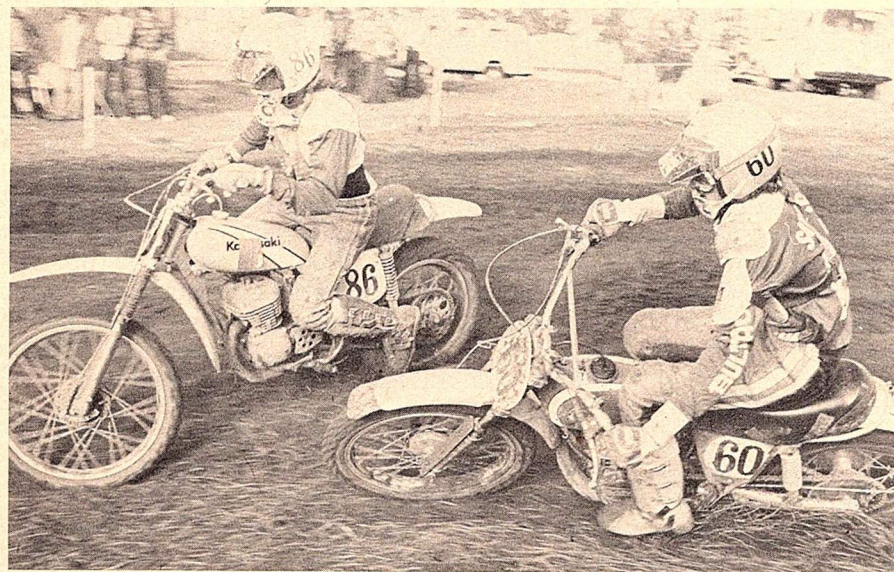
The Hilliard track is one of the back-breaking sand tracks that Florida is famous for, but it has good facilities for riders and spectators. Spectators were treated to motorcycle displays and movies throughout the day, and the Pro riders were treated to a free barbecue dinner and rock music. Indian Mound is a beautiful, twisting, sawdust-surfaced track through the pine woods north of Pensacola that has to be rated as one of the best in the southeast.

### 125 PROFESSIONAL

Young Mickey Boone from Winston Salem, North Carolina, is American Honda's only factory-supported rider on the East Coast and it's easy to



*Johnny Borders put together a win and a string of seconds and thirds to wrap up the big-bore Series overall win.*

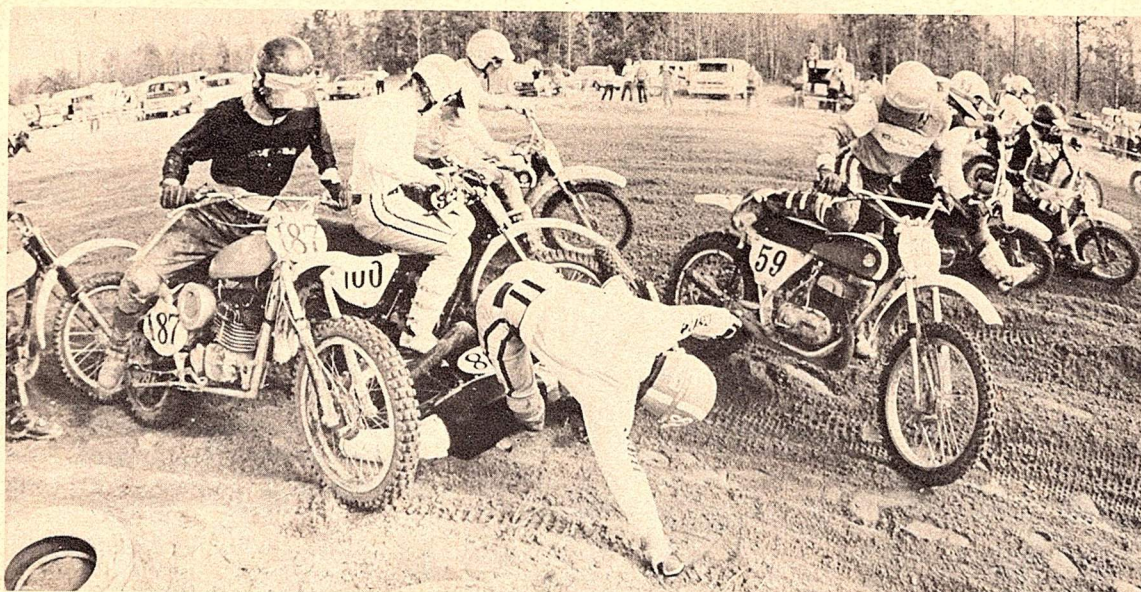


*Pensacola 250 class winner John Savitski takes the short way around Billy Sexton's Kaw.*

understand why. Mickey showed up at six of the seven races in the Series to easily win each one and run away with the class Championship. His production 125 Elsinore looked and sounded more stock than most of the other Elsinores he was racing against and beating. His riding had a lot to do with it.

There were other riders in the Series that were actually faster than Mickey; riders like Dicky Lundy on an Elsie from Honda and BMW of Jacksonville, Florida; Jack Gill on a Bear Speed Engineering sponsored Elsie out of Atlanta; and Steve Dillon from Florida; but none could pace themselves in the long 30-minute motos like they should. Mickey





*McElmin and his Can-Am are traction in the Wausau 250 class start.*



*Stopping to have a bent shift lever straightened in the last moto of the last race cost John Savitski the 250 class Series win.*



*Honda's Mickey Boone dominated the whole Series, winning every race but the Hollywood event on a painfully stock-appearing Elsinore.*

seldom got super starts, but would steadily work his way up through the pack at an even pace. When the hot-doggers burned themselves out after about 20 minutes, Mickey would just motor on by to take the win. It was that kind of thinking and race strategy that never saw Mickey fall down once, or miss out on winning the race.

### 250 PROFESSIONAL

The 250 class got off to a slow start in the Series. Maico's Southeastern representative, Barry Higgins, won the first race at Brooksville, but then get-offs and

other problems as well as increased competition in the Open class where he was also racing, made him decide to stick with just the Open class. This turned the Series class lead over to Monte McCoy from Plant City, Florida, who held on to the Series lead over the next three races due to consistent finishes in the top ten with his YZ Yamaha.

By the third race in the Series the class's two fastest riders had bike problems sorted out and were ready to do some winning. Last year's Series speedster John Savitski from Atlas, Pennsylvania, finally got his Bultaco to stop

breaking and won at Pensacola and Hollywood. John Joyner, a Florida rider from Plant City, also had breaking problems with his Montesa while leading at the first two Series races. For the Pensacola race he made the switch to one of the new 250 CR Grand Prix Huskys, sponsored by Suzuki Cycle City in Clearwater, and started winning every other race in a trade-off with John Savitski. When one of them would win, the other would finish second.

Their battle for the Series went right down to the final race at Hilliard. Joyner held a few points' advantage over Savitski and





(a) John Joyner started the Series on a Montesa . . .



(b) had a few problems . . .



(c) switched to a new Husky  
... and ended up with the  
250cc class Series overall win.

finished ahead of him in the first of the three motos they had to race that day. In the second moto, Joyner was out in front again, but he was running too hard and over-revving caused the bottom end of his Husky to seize. All Savitski had to do was finish 13th or better in the final moto, which he could do easily with his throttle hand tied behind him, and the Series Championship and a new Bultaco would be his. Coming off the starting line, though, Savitski tangled with another rider and went down. A fistfight almost broke out as John finally got running again, but a lap down on

the field. Within four laps, though, he had quickly worked his way back up into the pack and would have easily finished in the top ten despite the fact that he had been riding with a bent shift lever caused by the crash. What he did then was make the mistake of pulling off the track to let his mechanic repair the bent shift lever. It cost him two laps and gave John Joyner, watching from the sidelines, the overall Series win.

By winning the Series 250 class, Husqvarna gave John Joyner a new bike and semi-sponsorship status as a member of the Husky



Barry Higgins (44) did a number at the Pensacola 250cc start taking Jimmy Hodges with him.



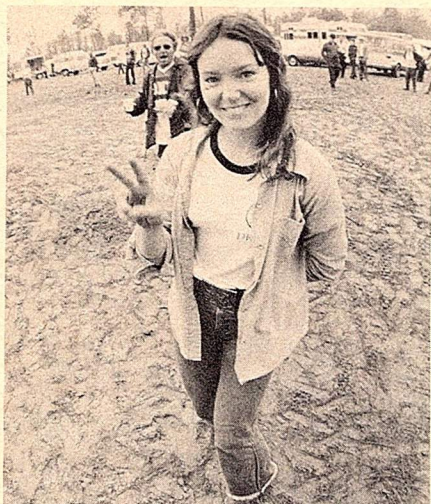
New England's David Bettencourt smiled his way to a sixth overall for the Series on his Bettencourt Honda sponsored Open Class Bul.

"B" Team in the upcoming Florida Winter-AMA series.

#### OPEN PROFESSIONAL

The Open class also proved to be a Series long battle down to the final race, this time between Barry Higgins and young Johnny Borders, riding out of his Bultaco shop in Montgomery, Alabama. Barry and Johnny also alternated winning races each weekend, and even though they each missed one race early in the Series, it didn't affect their overall scores. What did decide the Series, though, was the weekend of the Inverness race when Barry got snowed in at





Debbie Wilkins, lady racer and Miss Competition Plus, handed out Series contingencies. Two what, Debbie . . . ??? You have a neat belt buckle.



Barry Higgins won the Hollywood Open class overall but Don Kudalski beat him in the final moto and won the Polish Racing Team T-shirt.



Russ Hibbs was part of the Honda domination of the little class in the Series as he roosts a Hollywood berm on his way to a fourth for the day and an eighth for the Series.

Maico headquarters up in Pennsylvania and couldn't make it down to Florida. Barry tried to regain his lost Series points lead by riding like crazy to win the final two races in the Series, which he did, but Johnny had to finish third or worse at the Hilliard final to lose to Barry. In the final moto at Hilliard, Johnny was down on points from Barry who had won the first two motos, but Johnny flew to win the last moto over Barry and picked up second overall for the race to capture the Series Open Championship, along

with a new Bultaco.

The most interesting bike in the Series was the new cantilever Rokon prototype with Red Wing gas suspension which Bobby Harris won with at the Palm Beach race. Though at 340cc it was the smallest bike in the Open class, it also seemed the fastest. Midway through the Series Bobby gave up the Rokon in favor of a factory CZ ride, explaining that Rokon hadn't been paying his promised expense money. The Rokon factory then gave the prototype to E. C. & Walker (E. C. Birt's

Florida-based speed shop), who put Florida's fastest young hot shoe on it, Don Kudalski. Though mechanical woes kept Don from winning overall any of the three remaining events in the Series, at each event he soundly beat everyone, including Higgins and Borders, in the motos which the bike finished. Both Don Kudalski and the Rokon automatic should cause quite a stir in the upcoming Winter-AMA Series. III

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Contingencies are contingent on requirements of donors being met while racing the series.

#### Brooksville, Florida, December 1st

<b>125cc:</b>		
1. Mickey Boone .....	Hon	
2. Dick Lundy .....	Hon	
3. Ferdinand Dolliver .....	C-A	
4. David Baxley .....	Hon	
5. Steve Dillon .....	Hon	
<b>250cc:</b>		
1. Barry Higgins .....	Mai	
2. Monte McCoy .....	Yam	
3. Jimmy Walker .....	Mai	
4. John Franklin .....	Mai	
5. Jeff Keating .....	Mai	
<b>Open:</b>		
1. Barry Higgins .....	Mai	
2. Fred Little .....	Mai	
3. Bob Harris .....	Rok	
4. David Clemence .....	Bul	
5. Gene Bready .....	Bul	

#### Palm Beach, Florida, December 8th

<b>125cc:</b>		
1. Mickey Boone .....	Hon	
2. Dick Lundy .....	Hon	
3. Alan Lucy .....	Hon	
4. Jack Yonge .....	Hon	
5. Jimmy King .....	Kaw	
<b>250cc:</b>		
1. Cary Smith .....	Bul	
2. Mark Robillard .....	Mon	
3. Johnny James .....	Bul	
4. Monte McCoy .....	Yam	
5. Joe Collins .....	Mai	
<b>Open:</b>		
1. Bob Harris .....	Rok	
2. Johnny Borders .....	Bul	
3. David Clemence .....	Bul	
4. Gene Bready .....	Bul	
5. George Cunha .....	CCM	

#### Pensacola, Florida, December 15th

<b>125cc:</b>		
1. Mickey Boone .....	Hon	
2. Jack Gill .....	Hon	
3. Jack Yonge .....	Hon	
4. David Baxley .....	Hon	
5. Allen Lucy .....	Hon	
<b>250cc:</b>		
1. John Savitski .....	Bul	
2. John Joyner .....	Hus	
3. John Franklin .....	Mai	
4. Mark Robillard .....	Mon	
5. Earl Rodrigues .....	Yam	
<b>Open:</b>		
1. Barry Higgins .....	Mai	
2. Frankie Johnson .....	Mai	
3. Johnny Borders .....	Bul	
4. Bob Harris .....	Rok	
5. Dan Farley .....	Hus	





#### Wausau, Florida, December 29th

125cc:		
1. Mickey Boone	.....	Hon
2. Jack Gill	.....	Hon
3. Dick Lundy	.....	Hon
4. Steve Dillon	.....	Hon
5. Greg Bankston	.....	Suz

250cc:		
1. John Joyner	.....	Hus
2. Gary Bailey	.....	Bul
3. Mike LaRoque	.....	Hus
4. Jeff Carswell	.....	Mai
5. John Savitski	.....	Bul

Open:		
1. Johnny Borders	.....	Bul
2. Barry Higgins	.....	Mai
3. Dave Bettencourt	.....	Bul
4. Dan Farley	.....	Hus
5. John Calathes	.....	Mai

#### Inverness, Florida, January 5th

125cc:		
1. Mickey Boone	.....	Hon
2. Dick Lundy	.....	Hon
3. Jack Gill	.....	Hon
4. Mike McIntosh	.....	Hon
5. James Jennelle	.....	Yam

250cc:		
1. John Joyner	.....	Hus
2. John Savitski	.....	Bul
3. Shane Hruska	.....	Yam
4. Mike Eiland	.....	Yam
5. Mike LaRoque	.....	Hus

Open:		
1. Dan Farley	.....	Hus
2. Johnny Borders	.....	Bul
3. David Bettencourt	.....	Bul
4. David Clemence	.....	Bul
5. Frank Liquori	.....	Mai

#### Hollywood, Florida, January 12th

125cc:		
1. Steve Ellis	.....	Hon
2. Jack Gill	.....	Hon
3. Dick Lundy	.....	Hon
4. Russ Hibbs	.....	Hon
5. David Baxley	.....	Hon

250cc:		
1. John Savitski	.....	Bul
2. John Joyner	.....	Hus
3. Mike LaRoque	.....	Hus
4. John Franklin	.....	Mai
5. Frank Stacy	.....	CZ

Open:		
1. Barry Higgins	.....	Mai
2. Johnny Borders	.....	Bul
3. Dave Bettencourt	.....	Bul
4. David Clemence	.....	Bul
5. John Calathes	.....	Mai

#### Hilliard, Florida, January 19th

125cc:		
1. Mickey Boone	.....	Hon
2. Jack Yonge	.....	Hon
3. Steve Bliss	.....	Hon
4. Russ Hibbs	.....	Hon
5. Alan Lucy	.....	Hon

250cc:		
1. John Franklin	.....	Mai
2. Mike LaRoque	.....	Hus
3. Jeff Carswell	.....	Mai
4. Tony Wynn	.....	Bul
5. Mike Kessler	.....	Yam

Open:		
1. Barry Higgins	.....	Mai
2. Johnny Borders	.....	Bul
3. Bob Harris	.....	CZ
4. David Clemence	.....	Bul
5. Dan Farley	.....	Hus

#### FINAL OVERALL RESULTS

##### 125 Pro

1. Mickey Boone	.....	Hon
2. Dicky Lundy	.....	Hon
3. Jack Gill	.....	Hon
4. Alan Lucy	.....	Hon
5. Jack Yonge	.....	Hon
6. Stephen Ellis	.....	Hon
7. David Baxley	.....	Hon
8. Russ Hibbs	.....	Hon
9. Steve Dillon	.....	Hon
10. Greg Bankston	.....	Suz

##### 250 Pro

1. John Joyner	.....	Hus
2. John Savitski	.....	Bul
3. John Franklin	.....	Mai
4. Mike LaRoque	.....	Hus
5. Monte McCoy	.....	Yam
6. Cary Smith	.....	Bul
7. Mark Robbilar	.....	Mon
8. Mike Eiland	.....	Yam
9. Jeff Carswell	.....	Mai
10. Gary Bailey	.....	Bul

##### Open Pro

1. John Borders	.....	Bul
2. Barry Higgins	.....	Mai
3. Bob Harris	.....	CZ
4. David Clemence	.....	Bul
5. Dan Farley	.....	Hus
6. David Bettencourt	.....	Bul
7. John Calathes	.....	Mai
8. Gene Bready	.....	Bul
9. Frankie Johnson	.....	Mai
10. George Cunha	.....	CCM



**LAURIE/ANNEKE** *Continued*  
driving and his uncle was sitting in front next to him. And all of a sudden I was grabbed by my arm and I was standing on the street, barefeet. And I said, "What's this?" And the soldier threw me out to look under the seat to see if we had some people with us. That's the only experience — I've only been in Czechoslovakia. And I know that Gerrit, when he went to East Germany, it made him so sad. He talked to a girl and she was a journalist and as he was talking to her, her father was

there. Her father was a Communist and she was not allowed to speak to Gerrit because he was from the West. He said he spoke to the girl and she was trying for years and years to come over and to make a living in a West country. But she couldn't go because when she went, her whole family would go to prison. And it's so sad. It makes him sad. All the times when he comes back he has sad stories. And the food is bad. The hotels are terrible. And now they have to go to Russia — the first thing Gerrit said was, "I

don't go." And he asked Roger. Roger said, "Oh, I don't like to go either" and Bengt Aberg said, "Oh, I don't like to go either." But, you can ask all the riders — OK, we decide not to go, but there are always one, two or three riders who go.

For the points?

**ANNEKE:** Yeah, for the points. What about you, Laurie? Have you been to any of the Iron Curtain countries?

**LAURIE:** Yeah, I have. I've been to Czechoslovakia two times, and I have the same impression from the country. It's very tragic and very pathetic, you know, the way the people live. They're so happy with so little. I know one instance, we were staying at the hotel before the race and there was a wedding party in the hotel and it was just a junky hotel. To them, it was all they had. And the bride and the groom came walking up to have a reception in the same room where the dining room was, and the whole family — they just had nothing. I mean, the dress she had was a Woolworth's pinup dress, you know — it was just terrible. And they were probably a very wealthy family in order to even have a wedding reception. And it was so cute — they came over to our table and brought us a huge tray of pastries and cookies they made, because they knew Roger and they wanted us to share it. And it seemed like they are very unselfish people for as little as they have. I like the people, personally. I just felt very sad for them.

Maybe it's a relative thing, though. In other words, they may be happy even though you think they're sad . . .

**LAURIE:** I don't think they're really happy. I don't think they're happy because they are so suppressed. You don't see them happy, smiling, laughing . . .

**ANNEKE:** You never can make a good life in those countries — because if you are a doctor or a bus chauffeur, you make the same money.

**LAURIE:** You just don't take pride in anything you do. Why paint your building, it doesn't belong to you! They say that by the time a woman is 30, they all look alike.

**ANNEKE:** Oh, yeah. I could tell



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you one story about East Germany. Gerrit had gone to East Germany, in the pits, you know. And he just drove his car in this place and he built his tent. And there came a Russian guy, a Communist, and he said, "You're not about to stay here." Gerrit said, "What's that?" "This is the place for the Russians." Gerrit said, "I don't move." "This place is reserved for the Russians." And that's Gerrit — he's just like me — he said, "I don't move." So they just took his car and moved it over. And then Gerrit got back at him — he's just like a kid (chuckles) — he's doing like this at the other car, at their car, you know. (laughter)

He just started kicking their car? ANNEKE: Yes. He started kicking their car.

How did they move his car, though?

ANNEKE: I don't know. He had to move — they were so bad. I wasn't there, I just heard the story. They made a special place for the Russians and he had to move his car.

Neither of you have been to Russia?

LAURIE: No. I've heard so many bad things about it, I don't think I'd want to go. But the worst country is East Germany.

ANNEKE: Yeah.

LAURIE: You can never get lost in Russia because there's only one road you can take. And if you get off of it, there's trucks waiting to send you back on the main road.

ANNEKE: And they take their gun immediately. We had to stop in Czechoslovakia and there was a policeman and he said, "You have to go in that direction" and Gerrit said, "No, I have to go to the office and I have to go in that direction." "I don't go!" And the policeman got in front of our car — I'll never forget it — and I said to gas it, and he gassed it. So the policemen fell a little bit like this and then he took his gun. So we just gassed it and took the direction that he wanted, because a gun is frightening. That's their power.

And they all have guns?

ANNEKE: Yep.

How many languages do you speak?

ANNEKE: I speak German, French, English and Dutch, of

course.

What have you learned, Laurie?

LAURIE: This much Dutch, this much French, and this much Spanish. (small gesture)

Do you find it difficult?

LAURIE: Oh, it's more difficult because there are two languages at once that I have to learn in Belgium.

In Belgium, it's predominantly French, though.

LAURIE: Half French, half Flemish. Roger grew up in Brussels and that's mostly French speaking. He went to French

schools.

How long have you been speaking English, Anneke? You speak very well.

ANNEKE: I tried it last year and this year, that's all.

That's the only English ... I mean, you learned to speak English last year?

ANNEKE: I learned it in school. I learned all my languages in school. Like we learn a language in school?

ANNEKE: Yeah, yeah. But, you know, you have to practice it before you speak it.

Continued

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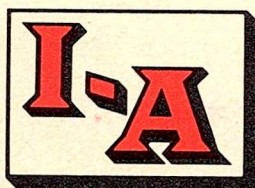
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## LAURIE/ANNEKE Continued

What do you say to your man — this can apply to either of you — when he's lost a GP or finished poorly in a race?

LAURIE: (chuckle) Nothing, nothing. I stay away.

ANNEKE: Yeah, yeah. Just stay away. And just tell him later that he was just fantastic and it was just bad luck. But, those first hours, I just go away and stay away. Don't show your face.

LAURIE: Tell him it happens to everybody, you know. Same thing you tell your best friend.

ANNEKE: The baddest thing that I hate about motor racing is when a bike breaks...

ROGER: (Just walked in) Uh, how long time it takes before the female department...

We're almost done.

LAURIE: We're almost done, OK?

ANNEKE: Five minutes. (He leaves.)

So, you just get scarce after a race when he's done poorly?

LAURIE: Yeah. Very scarce.

ANNEKE: I feel sorry. But, you  
Continued on page 58

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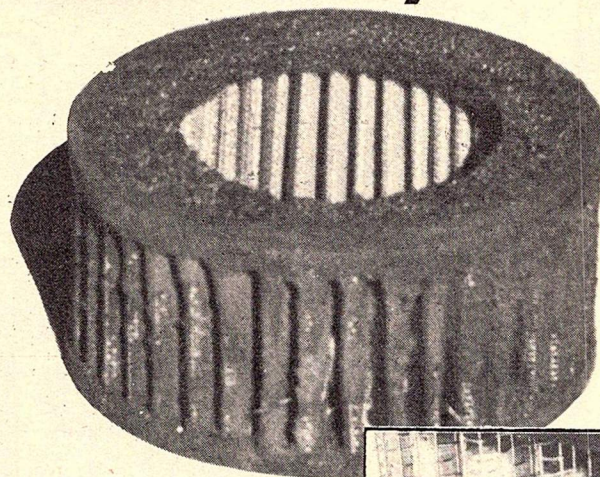
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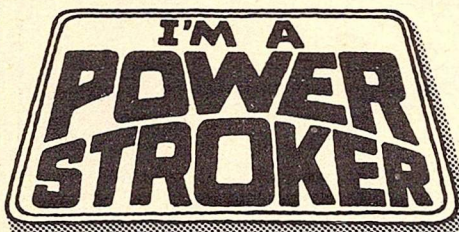
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**LAURIE/ANNEKE** *Continued*  
 know, when he's bad, OK, it's his fault. But when the bike breaks down, that's the most terrible thing in the **WHOLE** world and I don't wish that to nobody. Not to my enemies, because that's terrible. That's terrible. That's

what I feel. Like Bengt Aberg yesterday — and last week. Oh, God, . . .

I felt so bad for him.

**LAURIE:** So did I. I really did!

**ANNEKE:** I think that's the most terrible thing about races — when your bike breaks down and you go and you can get first and then your bike won't.

**LAURIE:** That's the same thing that happened yesterday to him too.

**ANNEKE:** Yes. No, not his bike broke down, he fell in front of my face.

He crashed yesterday. He hurt his thumb. But I think he's been down very much.

**LAURIE:** Yeah. **VERY** down.

Why do you think men race? Why do they push themselves just a little beyond their ability? Why do they defy death? Sigmund Freud

called it a death wish, or proving one's masculinity — what do you feel about this?

**LAURIE:** I think all men have something they compete in. Some men use different things. Roger and Gerrit happen to be men that use bikes to compete with. And it's just as normal as anything. I don't think that there's any psychological theory behind it.

You don't feel that they're different — stronger, more machoistic, any of that sort of thing than the average man?

**LAURIE:** No.

**ANNEKE:** He races just because he's born with it. He likes it, it's his life, it's his hobby.

**LAURIE:** You know, a lot of guys can ride, but the true professionals are the ones that have really a lot of character. There is a difference between a racer and a guy that goes . . .

**ANNEKE:** Gerrit races because he **LOVES** motor bikes. He likes to race Six Day Trials, he likes to race desert. He likes to do all kinds of racing, he just **ENJOYS** it.

He enjoys riding motorcycles.

**ANNEKE:** Yes, he enjoys it. That's the whole thing. When he won't enjoy it, he will go and have a dentist practice — because he can make more money being a dentist than being a motorcyclist. But, he just enjoys it — it gives him a peak, a real peak.

So you don't think he's trying to prove anything? In other words, you don't think he's trying to prove his masculinity which so many psychologists try to say . . .

**ANNEKE:** There's no truth to that, no. He just enjoys it. You know, he feels great sometimes, of course. But . . .

But that's the thrill of doing anything, any accomplishment.

**ANNEKE:** Yeah. It's just a kick, he enjoys it.

So do you think they would be the same in any other endeavor? In other words, they're basically competitive persons?

**ANNEKE:** Yeah, oh yeah.

This is just the vehicle they picked to use their competitiveness?

**LAURIE:** That's right.

**ANNEKE:** Yeah. I'm sure, when he's still 80 or 100, he will enjoy motorcycles his whole life.

Do you find that with Roger?

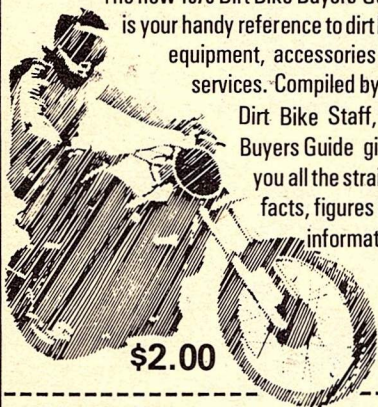
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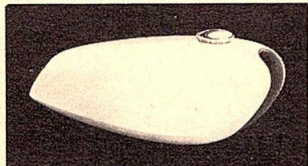
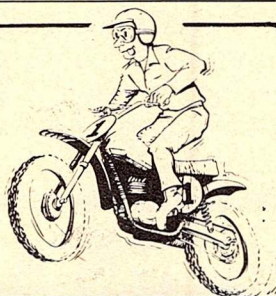
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"COUGH"**

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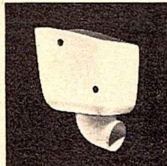
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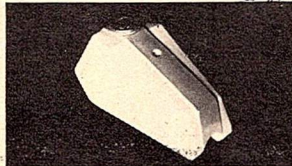
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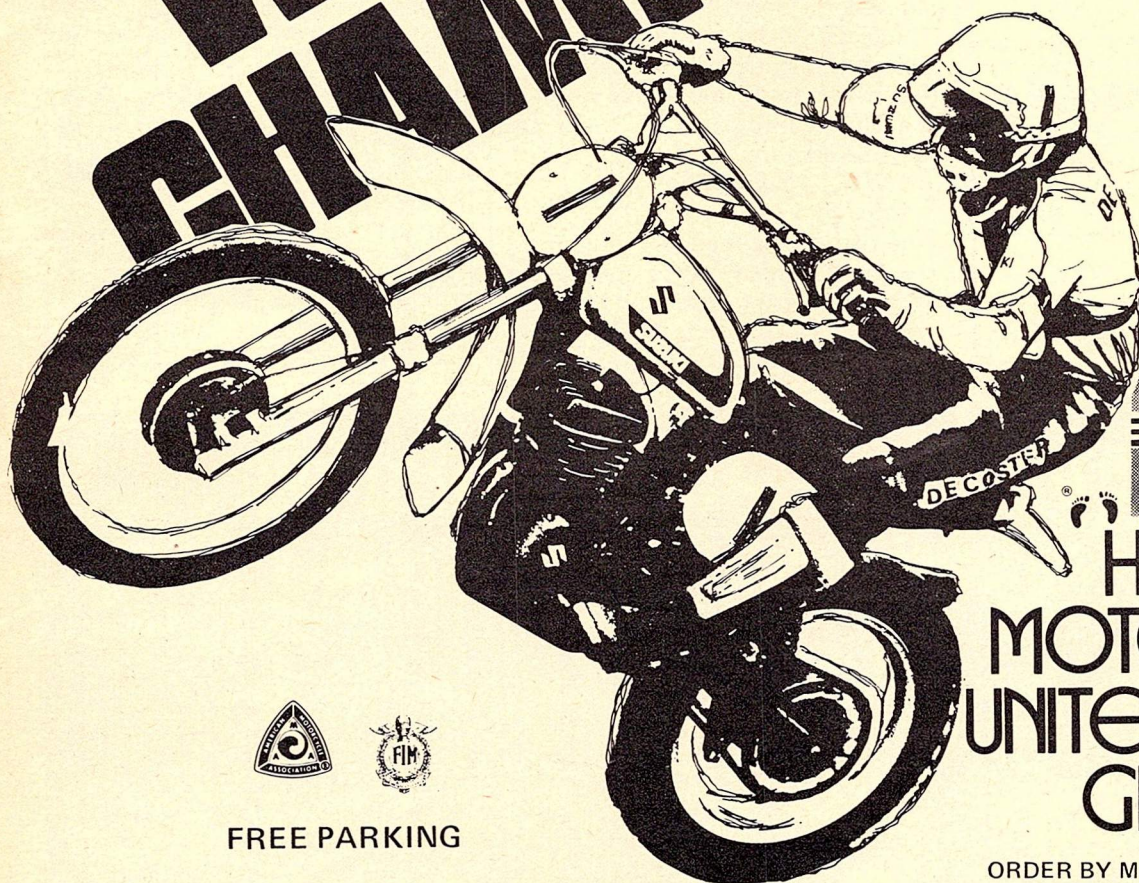
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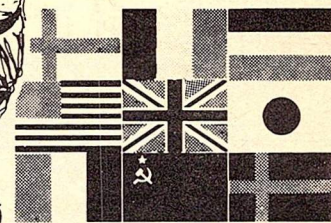
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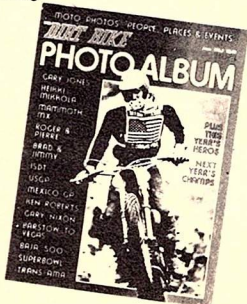
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## LAURIE/ANNEKE Continued

LAURIE: Uh huh.

I seem to feel that he likes to go riding. But he tells me he never has time, to just go riding and have fun.

LAURIE: No, he doesn't.

ANNEKE: Gerrit did it last week down in Baja for a hundred miles and he enjoyed it. Oh God, yes, he really enjoys riding. He enjoys that more than riding a Grand Prix because they're serious, you know. But this year at Carlsbad when he won the Grand Prix, oh, God, he felt so glad. You know, he's still growing. Roger is a World Champion three years, but he's (Gerrit) still growing.

LAURIE: Yeah.

How old is Gerrit?

ANNEKE: Twenty-seven.

Gerrit mentioned that he was very detuned about the tracks here in the United States. And Roger has said the same.

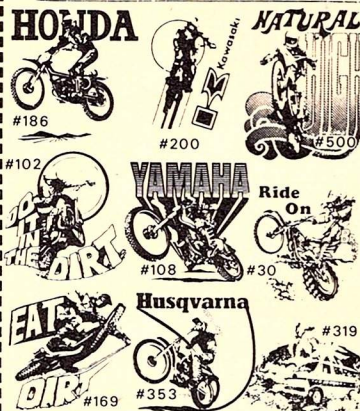
ANNEKE: Yeah...

LAURIE: Yeah...

And he mentioned the fact too, that he doesn't want to come back and race these tracks anymore. Do you think he still feels that way?

Continued

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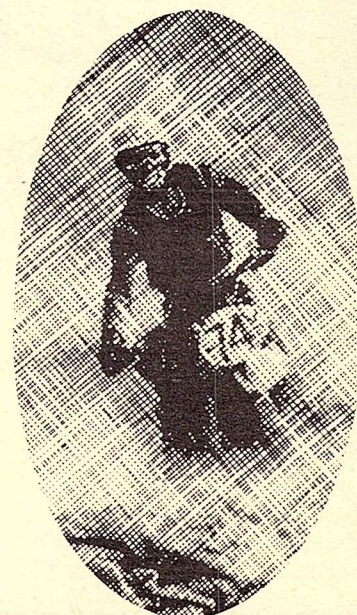


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## LAURIE/ANNEKE Continued

ANNEKE: He will come back. He's just tired. He's just tired. But he said a bad thing about Livermore. He said it was such a nice track last year, and they ruined it this year.

LAURIE: Yeah, he was very

upset.

ANNEKE: They just made it easy. Because the American motor riders never complain. It has always been the European riders who open their mouths to say something. And most times it's always Roger and Gerrit and Aberg and...

What do you think is the difference between the American riders versus the European riders?

ANNEKE: The American riders are much younger. You know, Gerrit is an old man here, he's 27, Roger is 30. And here they're all 20, 19 — they're kids.

LAURIE: But all the best Europeans are like 27 to 30.

ANNEKE: Thirty-six. Adolf.

When Gerrit started racing, was he sponsored? Did somebody give him a motorcycle?

ANNEKE: No.

Parts, or?

ANNEKE: No, he started racing when he was 15, just on a 50cc bike. And he got it — his father had a shop with motor bikes, you know, and bicycles — so I think he got it from his father. You know, Gerrit always says, when you're a good rider, you always find a sponsor. And then, his uncle was riding and his uncle got sick and he said, "OK, I'll ride in your place." And he won. And a guy saw that, he had a Husqvarna shop, and he said, "God, you're good! I'll give you a bike." And so on. You know, when you're good, you'll always find a way to get sponsored. And you have to be smart, too.

But, see, over here, 16 and 15-year-olds have...

ANNEKE: But they're spoiled here. Oh yes, they are so spoiled. They get everything and they complain — it's too hard. They're not real men — they have to learn a lot. But they're young, and that's a lot of difference. And they only race in America. In European riding, you go to so much countries and you learn so much more about a lot of different races.

What about the whole atmosphere — the racing there versus here? Obviously, motocross is becoming very big in this country.

ANNEKE: Oh yeah.

European motocross is declining now, in its importance. There used

Continued on page 67

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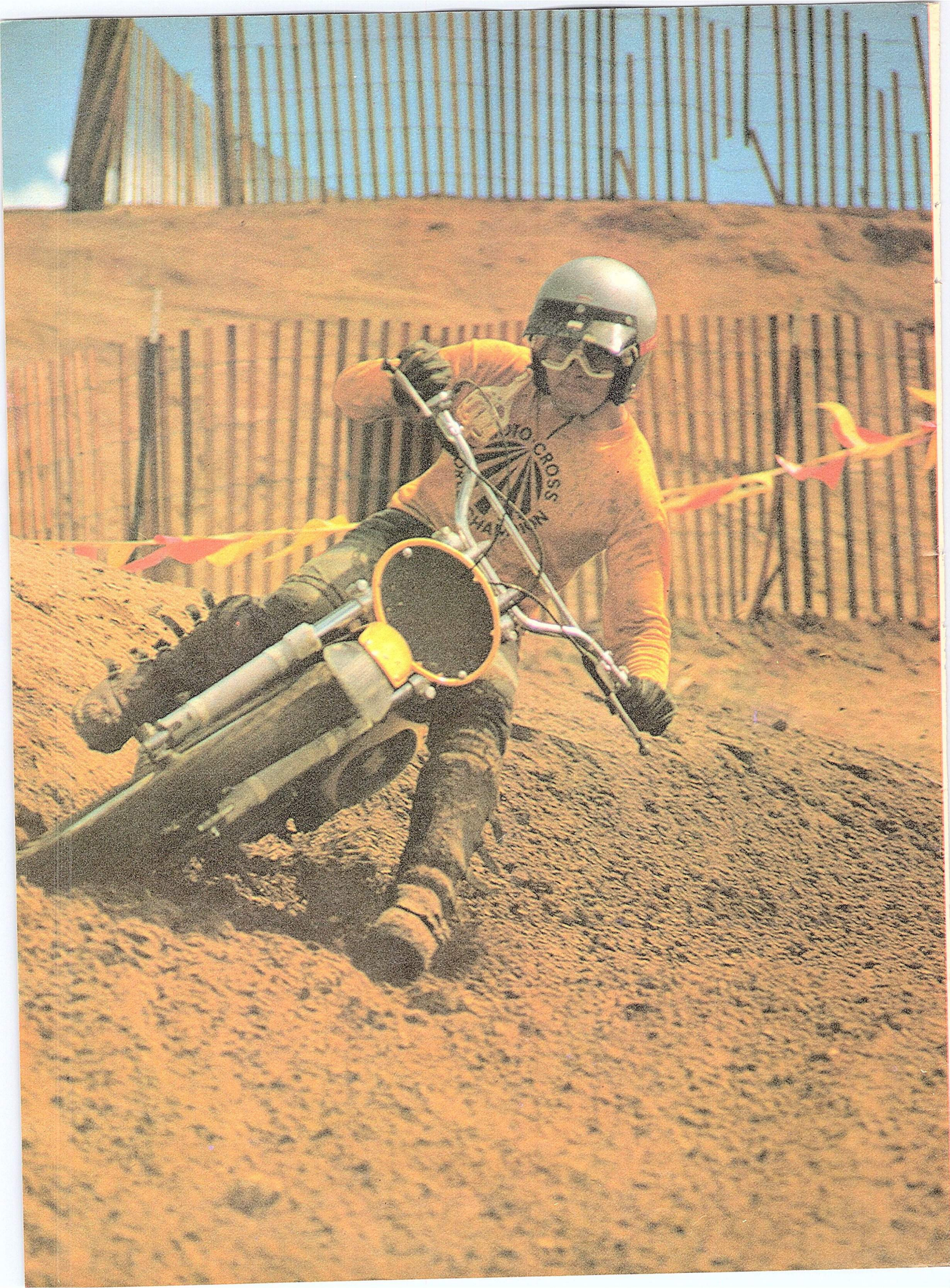
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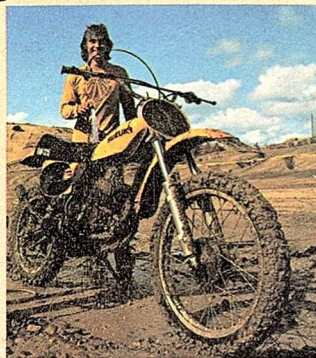








# "Their competition is in big trouble."



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"And then we hit the whoops.

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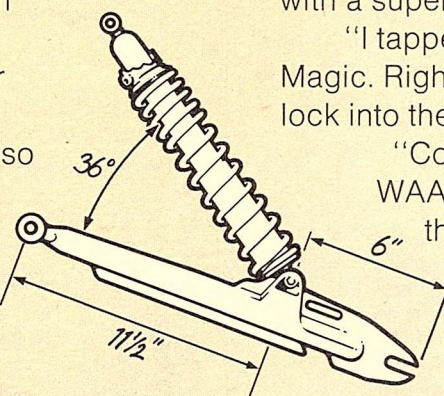
"And my lap time proved it.

"What's its secret?

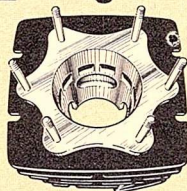
"Handling. It handles like a dream. You don't have to fight it or muscle it or make corrections all the time for goofs.

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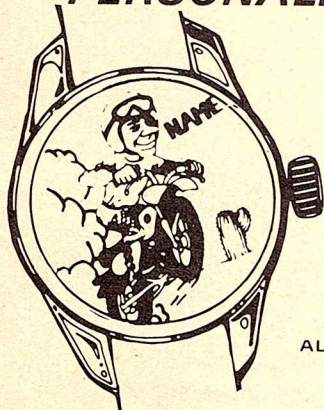


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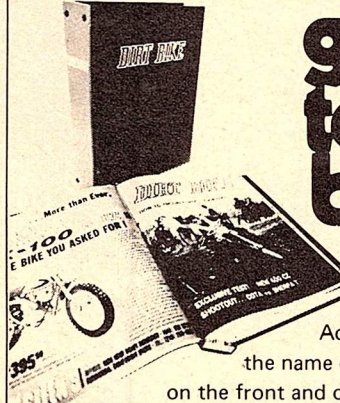
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## LAURIE/ANNEKE Continued

to be a much more substantial crowd at European races than there is now.

ANNEKE: Yeah.

Why is that happening in Europe?  
LAURIE: I think because motocross in Belgium is 50 years old now. It's like baseball is here, you know. It'll just always be ... Taken for granted?

LAURIE: Yeah. And it'll just always be. You're always gonna have motocross fans and baseball fans. But I think that the interest has grown so big over here that a lot of the riders are leaving there to come over here. A lot of the enthusiasm is coming this way. There are as many good races as there used to be over there.

I envision us having about half of the Grand Prixes for the World Championships here within the next three years.

ANNEKE: You think so?

I think so. There's more money, number one. See, I think the riders are starting to learn ...

ANNEKE: They'd have to change the FIM rules because ...

Continued on page 72

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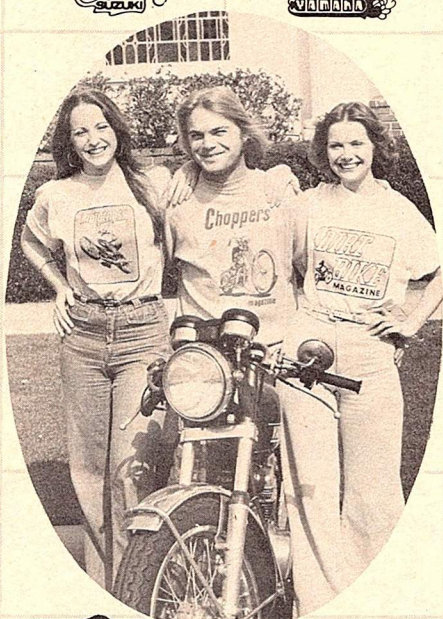















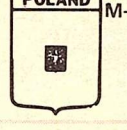

















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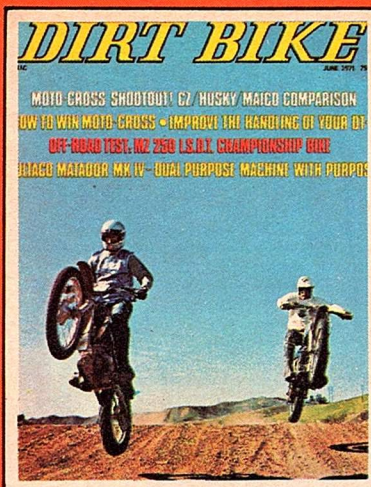
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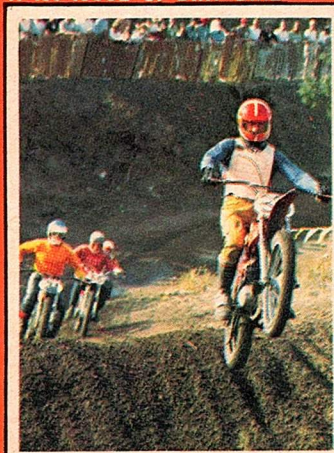
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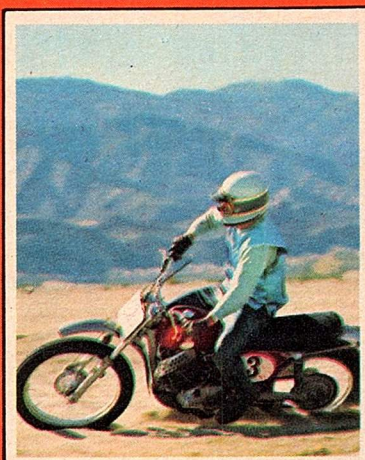




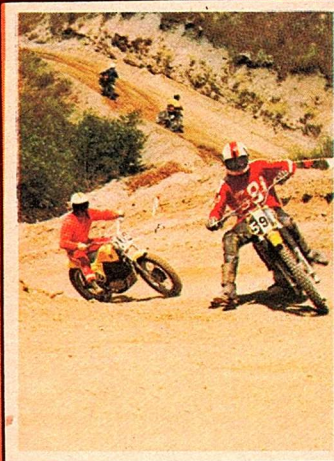
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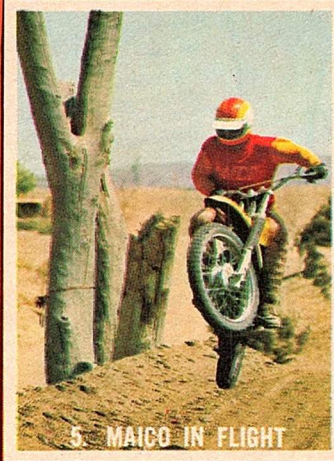
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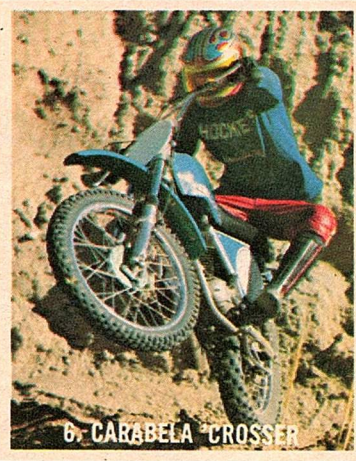
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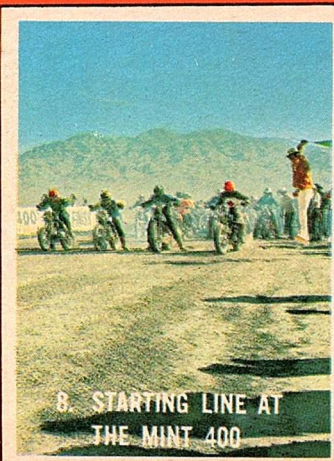
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## LAURIE/ANNEKE Continued

That will happen if the FIM loses its dominance over there.

*LAURIE: I hope they do, too, because the FIM is a dictatorship. In Belgium, they're dictators, they're not an organization.*

With all your husband's dealings with the AMA and the FIM, do you feel that the AMA is much better?

*LAURIE: I think both of them need a lot of work — both of them definitely do. But I think the FIM in Belgium is terrible. They tell you where you can race and where you can't . . .*

At this point in our interview Roger and Gerrit were getting curious as to what more the ladies had to say, especially about something that was going to be put into print in a magazine. It's just as well we ended it where we did because the ladies were starting to get hostile about some of the organizations and their control in regard to their husbands. Their refreshing honesty to the questions asked is appreciated by all. Hopefully, their husbands as well!

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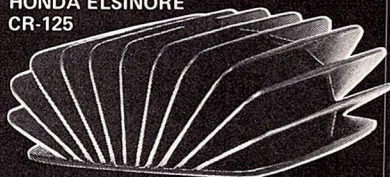
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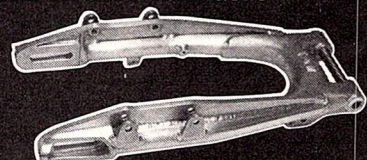
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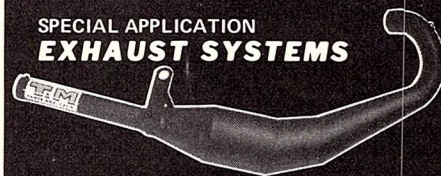


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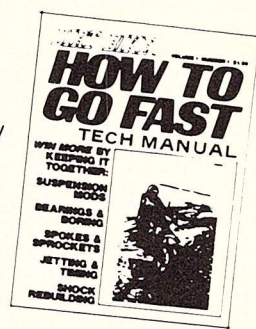
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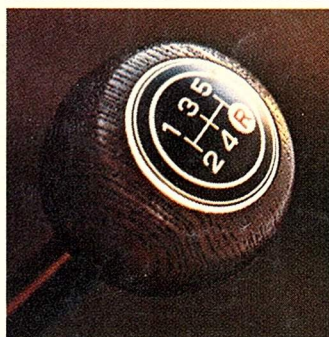
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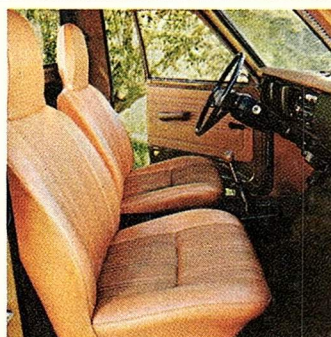
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